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AIR TRANSPORTATION

Vol. 29, No. 2

THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE

August, 1956



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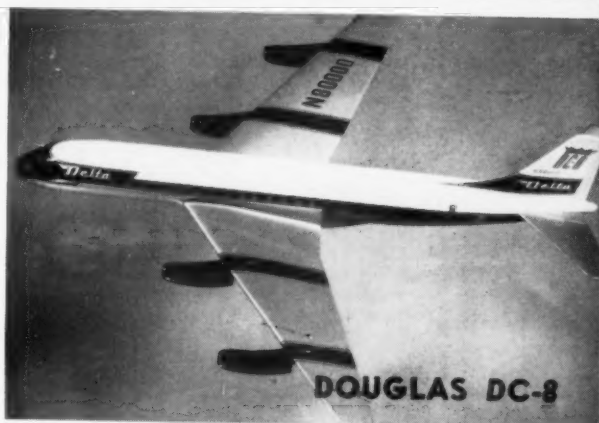


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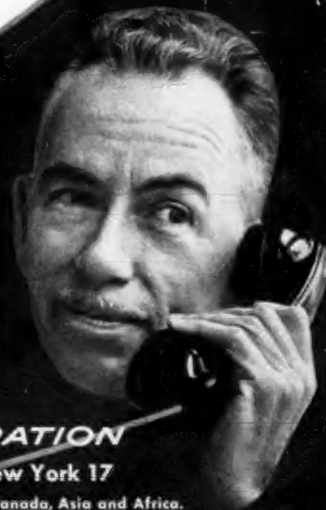


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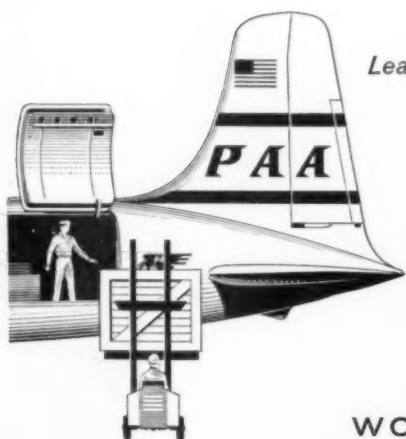


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August, 1956

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Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales) totals 9,668 copies. Gross circulation is more than 10,200 copies. This issue will be received by a minimum of

8,608 shipping and business executives including:	338 airline executives and other personnel
5,547 traffic managers	134 military establishments and personnel
947 presidents; partners; proprietors	72 trade organizations
53 vice presidents	237 Federal, state and city government departments
45 secretaries; treasurers; controllers	86 educational institutions and students
547 freight forwarders	66 business and public libraries
324 export-import managers; export-import merchants	43 foreign governments
257 purchasing agents	42 aircraft and aircraft equipment manufacturers
828 aviation department heads of industrial firms	42 miscellaneous
60 general and sales managers	

The most recent study of *Air Transportation's* circulation has shown a pass-along of each issue to 3.45 persons, or a total readership of 4.45 persons per copy. On this basis, this issue of *Air Transportation* will be read by a minimum of 43,023 persons. The latter figure does not include readers not classified under "net circulation."

Flying Tigers in ACI

WASHINGTON, D. C. — The Flying Tiger Line, transcontinental all-freight carrier, has purchased stock in Air Cargo, Inc., according to an announcement made by Emery F. Johnson, president of ACI. The ground service organization for the scheduled airlines began furnishing pick-up and delivery service to Tiger on August 1. Tiger is the 27th airline to have become a member of ACI.

UAL-Gibair Agreement

CHICAGO—United Air Lines reports that it has signed an interline agreement with Gibraltar Airways covering the mutual acceptance of airwaybills and tickets. Gibair, based on the Island of Gibraltar, operates over the Straits of Gibraltar to Tangier, Morocco.

BEA Celebrates Birthday

LONDON — Europe's biggest airline, British European Airways, celebrated its 10th anniversary August 1. BEA, which began operations with 20 borrowed *Dakotas*, today boasts the largest *Viscount* fleet in the world.

TWA in Chicago Area Freight Payment Plan

CHICAGO—According to an announcement made by J. D. Harrigan, district sales manager for TWA, the airline is now clearing its Chicago area freight bills through the Central National Bank of Chicago. TWA is the first air carrier to join the plan here. Some 12,000 shippers and receivers in the Chicago area are reported to be using the plan.

Aaxico is Now Atlantic

WASHINGTON, D. C.—American Air Export & Import Company (Aaxico), which has a temporary certificate for the transportation of property between New York and New Orleans and between the latter point and Chicago and Detroit, has won permission from the Civil Aeronautics Board to change its name to Atlantic Airlines under certain conditions.

The board of directors of the Air Transport Association recently approved the application of the airline as an associate member. Atlantic's headquarters are in Miami.

Rate of Cargo Increase Went Up Again in 1955

CARACAS — The rate of increase in world air cargo traffic, which had been 128% in 1947 and 6% in 1954, was on the upswing again last year, it was reported by the International Civil Aviation Organization at the tenth session of the Assembly which met here. The report stated with respect to cargo:

"For the first time since 1947, the percentage of increase in airline cargo traffic (19%) was greater than that of the preceding period, the rate of increase having fallen sharply without a break from 128% in 1947 to 6% in 1954. Also, for the first time since 1950, the rate of increase in cargo traffic exceeded the figure for passengers (18%). However, there is not as yet any sign of a reversion to the very rapid rate of increase in cargo tonne-kilometres which marked the year 1946 to 1950, when the annual gains ranged from 128% to 33% and the total averaged 59%.

"In terms of tonne-kilometres, the 1955 gain over 1954 was 212 million (145 million ton-miles), which exceeded the total increase in the previous three years and brought the world figure to the new high level of 1,325 million tonne-kilometres (907 million ton-miles). It must be emphasized that the figures here given relate only to cargo carried on scheduled flights of the scheduled airlines, and that a great deal of cargo moves on the services of non-scheduled carriers, for which the figures are not reported to ICAO.

"The number of routes on which all-cargo service is available continued to increase, about 20 new services being added in various parts of the world. 1955 also witnessed the first undertaking of scheduled all-cargo services across the North Atlantic. One, conducted by the independent British company, Airwork, commenced operations with a frequency of three round trips per week between the United Kingdom, Canada and United States. By the end of the year, however, after 10 months of operation, the company decided to end its service. (See *January AT*.) Another, Seaboard & Western Airlines, was authorized by the United States Government to operate scheduled service for a temporary period of five years. Pending the negotiation of the necessary commercial rights at points in Europe, the airline continued to operate non-scheduled flights, carrying a total of 1,527 metric tonnes of cargo between Europe and North America."

Sudan in ICAO

MONTREAL—The International Civil Aviation Organization reports that the Sudan has become a member of the world organization. Effective late last month, the Sudan is the 69th member state to join.

ASA FREIGHT SALES PARLEY



Cargo men of ASA International Airlines recently convened at Holiday Isle to discuss various sales and attendant problems of the all-freight line. A second such meeting for those unable to attend was scheduled to be held in Bogota, Colombia. Shown above at the Holiday Isle parley are: Standing (left to right)—C. Villalobos, San Salvador sales representative; A. Leon, Guatemala sales representative; W. Dunn, Central American regional manager; C. Vasseur, United States regional manager; C. O'Brien, South American regional manager; D. Galloy, Chicago district manager; L. Valverde, Quito district manager; S. Gomez, Guayaquil district manager; O. Olafsson, New York City sales representative. Kneeling (left to right)—C. Escamilla, Guatemala district manager; N. Martinez, Colombia district manager; W. Nosker, San Salvador district manager; M. Cevallos, San Salvador sales representative; P. Dixon, president; S. Chambers, Panama district manager; E. Amaya, Guatemala sales representative. (See *Congratulations*, Page 12.)

RIDDLE airlines inc.

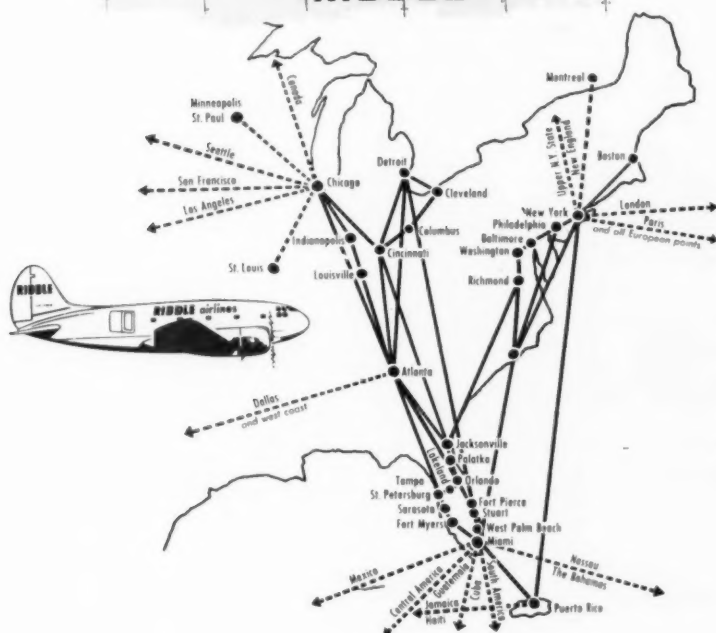
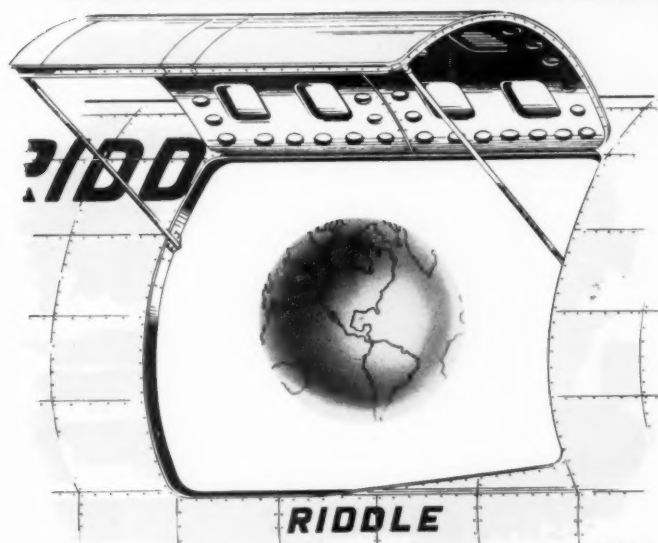
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PAGE 8—AIR TRANSPORTATION—Air Commerce

Mailbag Memos

This refers to an article you published in the May issue of *Air Transportation* entitled, *Volume Shipments Will Turn the Trick*, authored by Joseph D. Blatt.

Under the heading *Top Cargo Areas* and based on Table II these areas were defined. The inference given is that these cities in the order of their listing are the major cargo "generating" stations in the country. Generating cities would normally be construed to mean that the tonnage either originated or terminated at that city.

The enplaned cargo figures actually include much more than originating freight and in fact include transfer freight, which distorts the figures so that they are useless for the purpose of determining whether this city or that is actually "generating" freight.

Detroit slipped because the practice of transferring freight at that point has since been discontinued by most airlines. Atlanta—a notoriously low air cargo generating city—is listed above such cities as Pittsburgh, Detroit, Hartford, etc. It is there because of the amount of transfer freight enplaned for other destinations.

John R. Whittemore
Bellmore, New York

Please accept my congratulations on the June issue of *Air Transportation*. It is packed full of important data which cannot help but prove a valuable tool for all concerned with air freight problems. The industry owes you and your associates a debt of gratitude for the constructive job you are doing in this field.

Benjamin H. Gordon, Business Analyst
U. S. Department of Commerce
New York, N. Y.

... Your magazine is very helpful.
Roy C. Furman, Traffic Manager
Ernst Hardware Company
Seattle, Washington

In your June issue you feature an article by Mr. Edward Hudak, cargo sales manager—U. S., Pan American World Airways. In case you do not know it, Mr. Hudak is no longer with Pan American.

Vern McHugh
Chicago, Illinois

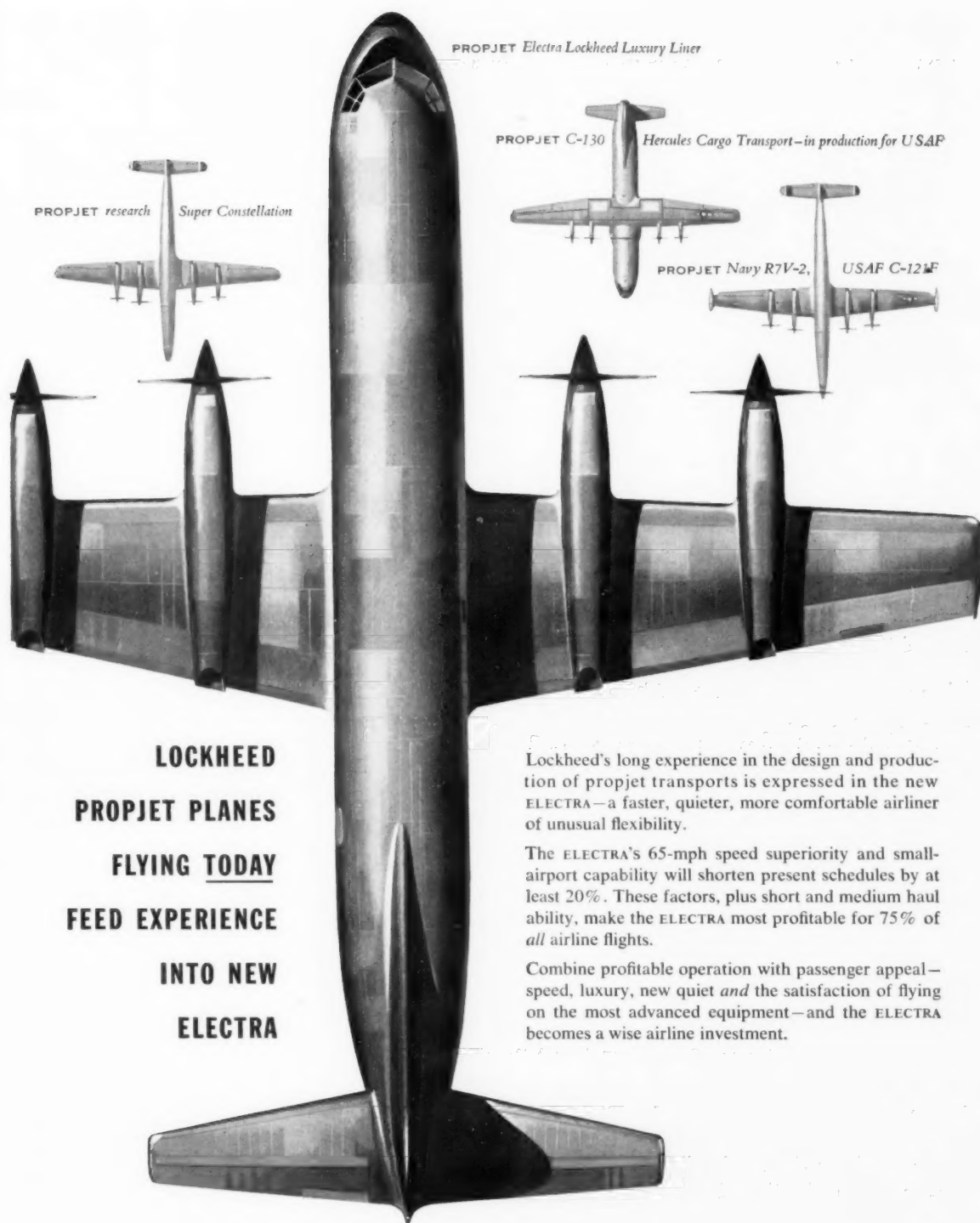
Editor's Note: We are not unaware of Mr. Hudak's resignation. It occurred a couple of weeks after publication of his article.

... I enjoy reading every item in your magazine.

Jess F. Milford, Traffic Manager
Baker & Hamilton
San Francisco, California

I have enjoyed this publication and pass it on to all in our department.

F. E. Sonnenberg, Assistant General Traffic Manager
Carnation Company
Los Angeles, California



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SERVICES

Brazilian International: The CAB has amended the airline's foreign air carrier permit so as to allow extension of its route from Miami to Chicago. The new Chicago service will be inaugurated August 15 on a once-a-

week basis. BIA operates three weekly flights between Miami and South American cities.

British European: Twice daily helicopter service has been opened between Birmingham and the manufacturing centers of Leicester and Nottingham.

Delta: Daily Constellation coach service has been inaugurated between New York and Houston via Washington, D. C. Delta says its new schedules offer the only non-stop day coach service between Houston and Washington and the only one-stop coach service between the Texas city and New York.

LAI-Italian: Twice weekly service has been opened between Milan and Belgrade. This is a new service for the Italian carrier.

Mackey: The Florida-based airline has had its certificate amended to provide for a new segment between West Palm Beach-Palm Beach and Fort Lauderdale, the intermediate point Havana, and the terminal point Nassau. Mackey's new point is the Cuban capital. Additional new points on its route between Fort Lauderdale and Nassau are the islands of Bimini, Great Abaco, and Eleuthera Island, British West Indies.

Middle East: The Lebanese airline has established twice weekly service between Beirut and the European cities of Paris, London, Zurich, Vienna and Athens; and thrice weekly service to Rome. Viscount turboprops are used on all the services.

Scandinavian: SAS is currently operating a daily service—four first-class and three tourist flights a week—from Los Angeles to Copenhagen and points beyond. This service is via the transpolar route which SAS pioneered in November, 1954.

United: DC-6A all-cargo service has been extended to Newark, Cleveland, and Los Angeles-Burbank. The service departs Newark at 11 p. m. (EDT), arriving in Cleveland at 1 a. m. (EDT), Chicago at 2:35 a. m. (CDT) and Los Angeles at 8:45 a. m. (PDT). On the West-to-East run the DC-6A leaves Los Angeles-Burbank at 11:30 (PDT), arriving in Chicago at 7:55 a. m. (CDT), and New York at 1:45 p. m. (EDT).

Varig: The Brazilian airline has added a third weekly flight between New York and South America. Southbound flights now depart from New York on Wednesdays, Fridays and Sundays. Northbound flights arrive on Mondays, Wednesdays and Fridays.

CHARTER

The London charter market reports increasing activity, but most of this is heavily weighted towards passenger movements, including ships' crews. Lambert Brothers Limited reports that "freight activity, for so long the weakest feature of the market, has again been on a very small

scale and little general enquiry has appeared on the scene." Occasional large consignments are reported moving between Europe and the Far East.

IATA

Newest active members of the International Air Transport Association are Eastern Air Lines and Civil Air Transport. Eastern has been a member of IATA since 1945. Its amalgamation with Colonial Airlines in

June brought Eastern into international operations, thus making it eligible for active status in the international organization, CAT, which is based at Formosa, operates extensively in the Far East.

Airlines

Air France:

First-quarter figures show that freight and mail traffic of the world-wide airline increased 21% and 16% respectively over the same quarter of 1955. In the January-March, 1956 period, 18,060,892 ton-kilo-

meters of freight and 5,113,495 ton-kilometers of mail were carried.

Meteor: The contract and charter airline chalked up a 98% increase in gross revenue for the first quarter of 1956 over the gross during the same period of 1955. Gross income registered for January-March, 1956 totalled \$517,919.83.

Seaboard & Western: The first five months of 1956 have shown a 68% increase over the comparable period in 1955. A total of 6,062,203 ton-miles of commercial freight was flown in the January-May period... First-quarter revenues amounted to \$3,607,000 as compared with \$2,826,000 for the first quarter of last year. Net income after taxes for the period amounted to \$5,700 as against a loss of \$126,800 after taxes during the same period of 1955.

United: A total of 4,295,000 freight ton-miles flown in June represented a 14% increase over the same month a year ago and 4% higher than the former all-time record set in August of last year. A company record for freight hauled in one day also was set during the month. The record day's lift, established on June 29, amounted to 209,591 ton-miles... Freight ton-miles, totalling 21,349,000 for the first six months of 1956, were 9% higher than last year's total for the same period. Express, with 5,850,000 ton-miles, was up 4%. The second quarter, with 11,481,000 freight ton-miles, was 8% higher than the April-June, 1955 total; and express was down 1% with 2,855,000 ton-miles.

Aircraft Manufacturers

Fairchild: Receipt of some \$90 million in new orders is reported. The major contracts were received in the April-June period and include orders for the F-27 commercial turboprop transport; sizeable Boeing B-52 subcontracts; a new lightweight, high-performance jet engine for the Air Force; J-44 jet engines; missile and radar equipment and Stratos accessories.



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United States Airlines



ASA: William D. Dunn promoted to director of traffic and sales for North and South American operations . . . Charles E. Vasseur who for several years served as regional sales manager in New York City, elevated to sales manager.



Vasseur



Dunn

Helicopter: Clarence E. Liske appointed traffic and sales manager of the helicopter airline in Chicago.

Riddle: George Dart, well-known air cargo executive, appointed system manager of interline and agency sales. He last served as domestic sales manager of AEI.

TWA: Frank C. Hobbs W. G. Shornick and Robert O. Jones, all of Economic Control, elevated respectively to general manager, director of system budgets, and director of financial forecasts . . . Charles Billerman named district sales manager for the Louisville district . . . James J. Feeney appointed



Dart



Muhlfeld

system director of industrial relations . . . Frederick M. Spuhler named director of passenger sales.

United: Frederick C. Flynn takes over Southwestern district sales managership.

Slick: John E. Muhlfeld, former president of Airwork Atlantic Ltd., named vice president in charge of sales and traffic.

Foreign Airlines

American Airlines de Mexico: Walter G. Conrad upped to director of sales.

Japan: James J. O'Leary and Yoshitugu Oda appointed sales representatives in New York.

Indirect Air Carriers

Acme: Thomas A. Bradley becomes chairman of the board and chief executive officer, and Thomas W. Flynn succeeds as president . . . Frank V. Reichwein and Archie L. Wright, both vice presidents, transferred respectively to Los Angeles and St. Louis . . . George H. Leonard appointed general counsel.

Air-Sea Forwarders, Inc.: Robert A. Perrenoud appointed assistant general manager . . . Arthur B. Davidson, Jr. named air cargo manager.



Eberle

Air Express International: Frank J. Eberle resumes as regional vice president in charge of Miami, New Orleans, and Houston. He will be based at Miami.

Pan-Maritime Cargo: George Flandorffer, Jr., named station manager of the new office at New York International Airport's Cargo Building 80.

Traffic & Export

Crucible Steel Co. of America: Glenn B. Miller and Daniel G. Donovan appointed to the respective posts of traffic manager and assistant traffic manager. They will maintain offices in Pittsburgh.

Kaiser Steel Corporation: B. F. Maddux, assistant traffic manager of Kaiser's Fontana plant, promoted to assistant general traffic manager with offices at Oakland, California . . . Lawrence J. Baldocchi, traffic supervisor at Fontana, elevated to assistant traffic manager of the plant . . . Howard W. Craig and Jack A. Grimes appointed to the respective posts of supervisor of the traffic department and traffic analyst.

American National Foods, Inc.: Harold Des Jardin succeeds Jess King as traffic manager of the California Division.

Fibreboard Paper Products Corporation: H. A. Lincoln, who for three decades served as general traffic manager of Fibreboard Products Inc., a subsidiary



Chamberlain

Lincoln

of the corporation, appointed director of traffic for both the corporation and its subsidiary . . . R. C. Chamberlain, with the traffic departments of Pabco Products, Inc., for the last 20 years, named general traffic manager of both companies.

El Dorado Refining Company: Franz P. Neumann appointed manager of supply and distribution of the company which is located at El Dorado, Kansas . . . New assistant traffic manager, succeeding Neumann, is Willard L. Dunn.

Paddock of California: R. B. Harlan appointed manager of procurement for the maintenance division, as well as traffic supervisor of all Paddock companies. He will headquarter in Los Angeles.

Goodyear Tire & Rubber Company: J. B. Morris named assistant general traffic manager at Akron, Ohio . . . S. A. Brigam elevated from chief rate analyst to traffic manager, Rate and Audit Division . . . C. Harless upped from coordination supervisor to traffic manager, Coordination Division . . . R. J. Hoskins appointed traffic manager, Passenger and Claims Division . . . D. F. Brain moved up from

(Concluded on Page 20)

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● **the best record of on-time arrivals!**
Now JAL tops all other trans-Pacific carriers!

● **no "off-loading"!** JAL guarantees consistently fast service for your cargo.

● **30 hours advance notice of arrival!**
JAL lets your consignees know when it's coming.

No wonder JAL's international cargo traffic has increased 172% over the past year. See the new expanded schedules.



Personalized service on American-piloted DC-6Bs



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FLY B.O.A.C.

United States Airlines



ASA: William D. Dunn promoted to director of traffic and sales for North and South American operations . . . Charles E. Vasseur who for several years served as regional sales manager in New York City, elevated to sales manager.



Vasseur



Dunn

Helicopter: Clarence E. Liske appointed traffic and sales manager of the helicopter airline in Chicago.

Riddle: George Dart, well-known air cargo executive, appointed system manager of interline and agency sales. He last served as domestic sales manager of AEI.



Dart

TWA: Frank C. Hobbs W. G. Shornick and Robert O. Jones, all of Economic Control, elevated respectively to general manager, director of system budgets, and director of financial forecasts . . . Charles Billerman named district sales manager for the Louisville district . . . James J. Feeney appointed



Muhlfeld

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United: Frederick C. Flynn takes over Southwestern district sales managership.

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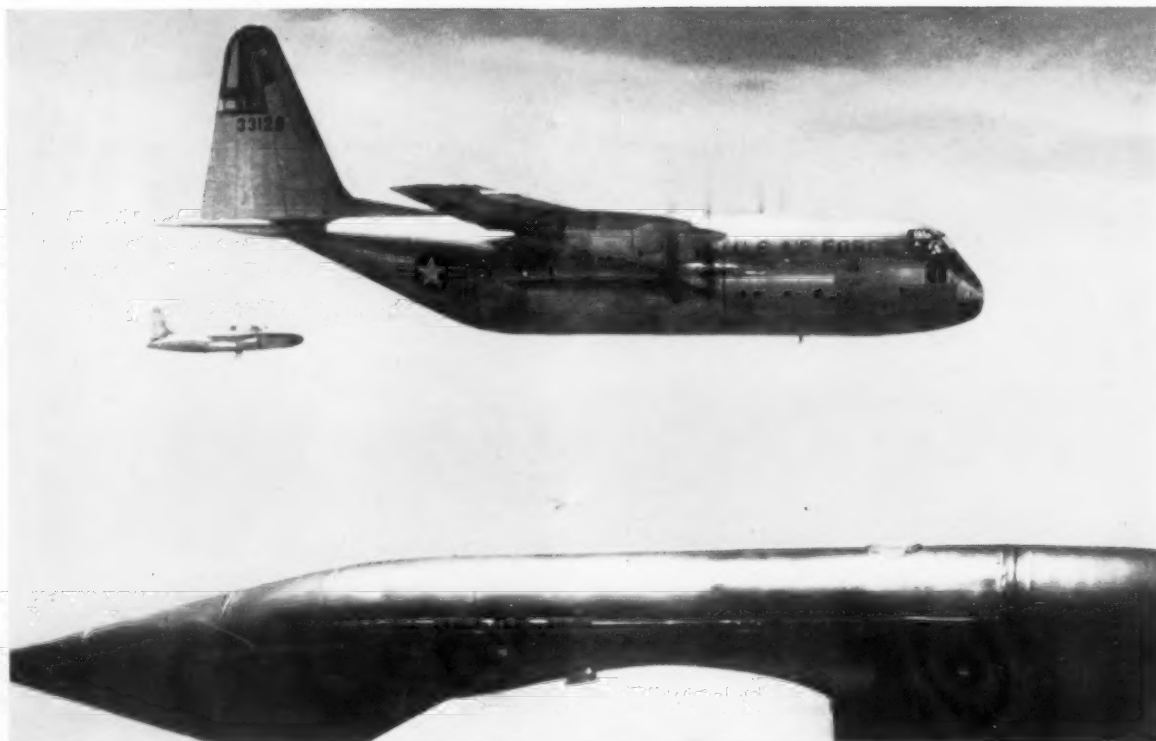
- Chicago Service to Germany via Montreal, Shannon and Manchester, England.
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MUTE TESTIMONY to the speed of the Lockheed C-130 *Hercules* is that jets were required to observe flight testing of the big transport. Payload of the 60-ton plane is 40,000 pounds.

In production, the C-130 HERCULES . . .

MILITARY FREIGHT TODAY CIVIL CARGO TOMORROW

Described by its manufacturer, Lockheed Aircraft Corporation, as "a breakthrough for American military transport power"—payload multiplied by speed—the C-130 *Hercules* is now in production and quantity deliveries are promised for this Fall.

In an article written by Robert W. Middlewood, chief engineer of Lockheed's Georgia Division, and published in the February, 1955, issue of *AIR TRANSPORTATION* (see *The Hercules Story*), the author stated that the C-130 "has a growth potential in the cargo field which will offer to the logistics, or to the civilian operator, a direct operating cost of 4¢ per ton-mile as compared to present military

cargo airplane of 6¢ per ton-mile." Now Lockheed reports that flight tests of several of these 60-ton propjets, which began last year, show the plane to operate at less than half the ton-mile cost of its nearest competitor.

Lockheed claims that the C-130, with up to 20 tons of freight aboard, will outfly many passenger airliners. Top speed is over 370 miles an hour. It reportedly can span the United States or cross an ocean with 25,800 pounds of cargo and more than 5,000 gallons of fuel aboard at a cruise speed of 330 miles an hour.

The *Hercules* is the result of five years of joint effort by Lockheed and the Air Force. It can take off

and climb to an altitude of 2,500 feet in one minute. Altitude range is 40,000 feet. Cargo and crew compartments are completely pressurized.

Length of the production version has been increased from 95.2' to 97.7'. Vertical tail is 38.1' high, the wing span 132.6', and wing area 1,745 square feet.

The main compartment measures 41'5" long x 10'3" wide x 9'1" high. Capacity is 4,300 cubic feet.

The main loading door is 10' wide x 9.2' high. The side cargo door is 6.7' wide x 6' high. Paratroop doors measure 3' wide x 6' high. All doors are 3.4' from the ground. . . .

Another Boost for Florida's Fashions

PRETTY Kay DeMilley adds some swank to Riddle Airlines' new flight, *The Flying Fashion*.



SURROUNDED by a half-dozen comely lasses from Orlando, Florida, Michael Ginson, general manager of Florida Fashions (left), and Charles L. Hood, Riddle Airlines' vice president—sales, assume the temporary roles of cargo handlers prior to take-off of Riddle flight to Chicago. Sacks containing Florida-manufactured dresses will be mailed in Chicago to Midwest customers.

RIDDLE Airlines, which has been doing some exciting things for Florida's farm perishables, also has been concentrating on developing northbound traffic in another type of perishable—milady's fashions.

Since the end of the war, Florida has been enjoying a steadily expanding wearing apparel industry, the impact of which already is being felt in other parts of the country. The Made-in-Florida label, for example, is no longer the stranger it used to be in New York shops.

Drop mailing—the method of transporting parcels in bulk to a distant post office for individual mailing at that point—is hardly new. What is news, however, is that Riddle and Florida Fashions of Orlando have entered into a drop-mailing deal whereby the mail-order firm will be able to speed its shipments to customers in 20 states stretching westward from Ohio.

Charles L. Hood, vice president-sales of the scheduled all-cargo airline, is

(Concluded on Page 20)

AIR SHIPPING MARCHES ON

Statistics covering freight and express flown by the scheduled airlines of the United States during the comparative first quarters of 1955 and 1956.

REVENUE TON-MILES OF FREIGHT CARRIED

	1st Quarter 1956	1st Quarter 1955	Percent of Change
Domestic Trunklines	40,247,000	37,691,000	+6.8
Local Service Airlines	328,000	274,000	+19.7
Territorial Airlines	369,000	370,000	-0.3
Helicopter Airlines	1,000	1,000	
International & Overseas Airlines	25,211,000	20,230,000	+24.6
Alaskan Airlines	1,329,000 ¹	1,868,000	-28.9
Consolidated Industry	67,485,000	60,434,000	+11.7

REVENUE TON-MILES OF EXPRESS CARRIED

Domestic Trunklines	11,384,000	10,624,000	+7.1
Local Service Airlines	364,000	257,000	+41.6
Helicopter Airlines	8,000	6,000	+33.3
Consolidated Industry	11,756,000	10,887,000	+8.0

OPERATING REVENUES—FREIGHT

Domestic Trunklines	\$9,116,000	\$8,727,000	+4.5
Local Service Airlines	139,000	111,000	+25.2
Territorial Airlines	170,000	167,000	+1.8
Helicopter Airlines	6,000	5,000	+20.0
International & Overseas Airlines	8,634,000 ²	7,279,000 ²	+18.6
Alaskan Airlines	458,000 ²	631,000 ²	-27.4
Consolidated Industry	\$18,523,000²	\$16,920,000²	+9.5

OPERATING REVENUES—EXPRESS

Domestic Trunklines	\$4,544,000	\$4,128,000	+10.1
Local Service Airlines	188,000	126,000	+49.2
Helicopter Airlines	29,000	17,000	+70.6
Combined Industry	\$4,761,000³	\$4,271,000³	+11.5

¹ Preliminary report.

² Express and freight combined.

³ Includes express carried by International and Alaskan carriers.

⁴ Does not include express carried by International and Alaskan carriers.

DOMESTIC TRUNKLINES

American • Braniff
Capital • Continental
Delta • Eastern
National • Northeast
Northwest • TWA
United • Western

LOCAL SERVICE AIRLINES

Allegheny • Bonanza
Central • Frontier
Lake Central • Mohawk
North Central • Ozark
Piedmont • Southern
Southwest • Trans-Texas
West Coast

TERRITORIAL AIRLINES

Hawaiian
Trans-Pacific

HELICOPTER AIRLINES

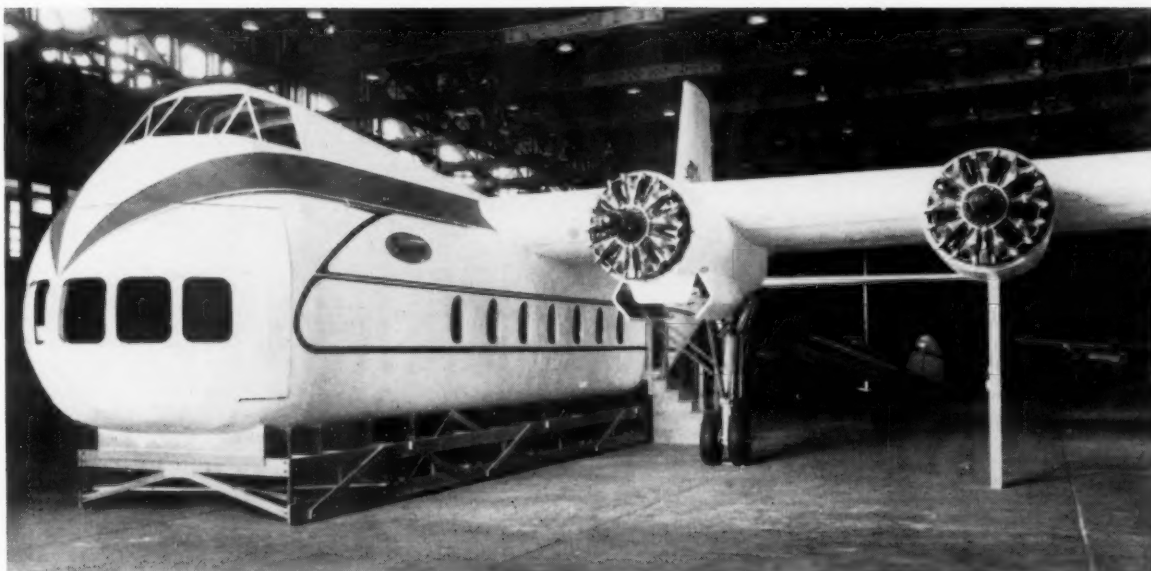
Helicopter
Los Angeles
New York

INTERNATIONAL & OVERSEAS AIRLINES

American • Braniff
Caribbean/Atlantic • Delta
Eastern • National
Northwest • Pan American
Panagra • TWA
United

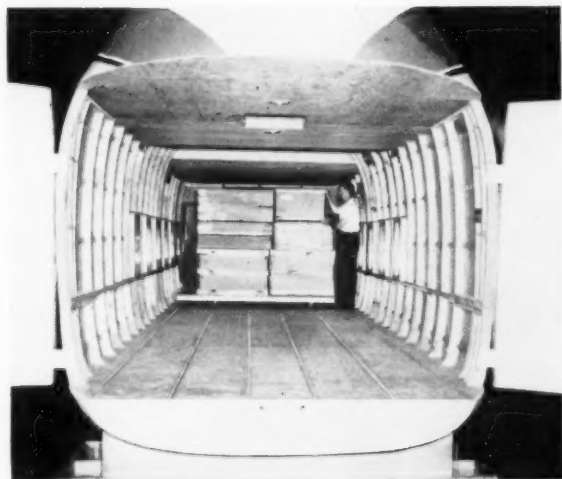
ALASKAN AIRLINES

Alaska • Alaska Coastal
Byers • Cordova
Ellis • Northern Consolidated
Pacific Northern • Reeve Aleutian
Wien Alaska

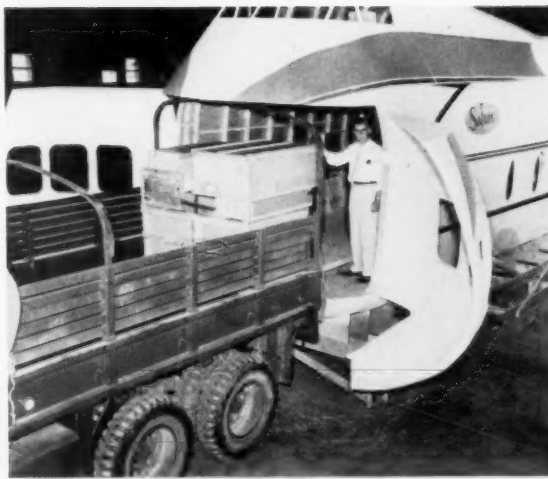


MOCKUP of the F-1 Safari. Full-dimensional view of the transport shows clamshell nose doors which are used in the all-cargo and cargo-passenger versions.

SAFARI IN MOCKUP



BUILT-IN TRACKS allow palletized freight to be rolled into and out of the plane. Loading and unloading of a full payload can be accomplished during only a 10-minute scheduled stop, Frye claims.



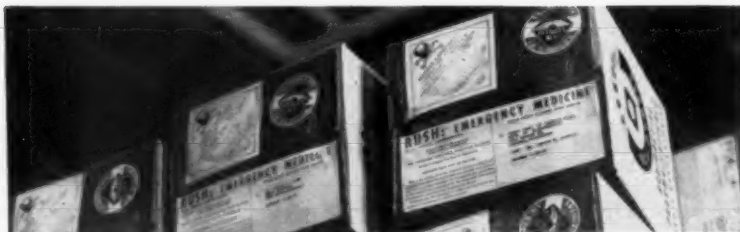
CLAMSHELL NOSE DOORS (106" wide x 75" high) and truckbed height of deck permit direct access to cargo department. The freighter version of the Safari will transport up to 12,000 pounds.

HERE are first photos of The Frye Corporation's F-1 *Safari*, the cargo-passenger version of which has been ordered by Cruzeiro do Sul, Northern Consolidated Airlines, and Wien Alaska Airlines. Samoan Airlines has purchased the all-passenger (51) model. Other air carriers are

reported to be considering the transport, which is described as "a simple, rugged airplane that can operate from small airports at the lowest possible seat- and ton-miles costs." The freighter version, according to the company, will haul up to 12,000 pounds of cargo at a direct cost of 10 cents to 11 cents

over short-range routes; and on a 1,000-mile run, more than 9,000 pounds. Passenger-cargo model will accommodate 25 passengers plus 4,500 pounds of freight. Four versions are being offered: all-cargo; all-passenger; cargo-passenger; executive utility. Jack Frye, ex-TWA president, heads the firm. •••

Radioactive isotopes . . .



HOT CARGO—SPECIAL HANDLING



By AL CAUGHEY
Superintendent of Cargo Sales
Delta Air Lines



Al Caughey

HOT radioactive isotopes, whose very nature demands the speed of air shipment, are transported daily by the nation's airlines. Chemical research and manufacturing laboratories which supply the medical profession with this—the newest weapon used in the fight against dreaded cancer—constitute one of the nation's largest users of air express.

This is the role that air transportation plays in the unending battle against a scourge that yearly claims 250,000 unfortunate victims.

Oak Ridge, Tennessee, site of the Atomic Energy Commission's huge nuclear reactor or "atomic stock pile," is also the home of Abbott Laboratories. Abbott's specialized "hot lab" is the only pharmaceutical house supplying the medical profession with the radioactive isotope. Isotope shipments, classified by the industry in the Restricted

Articles Tariff, are always identified by labels marked radioactive and are afforded special handling. More than 10 years ago, Abbott scientists, pioneers in the humanitarian use of nuclear explosion byproducts, began developing the radioisotopes that are now used world-wide in the study of body functions and the treatment and diagnosis of cancer.

What radioisotopes offer that ordinary elements do not is radiation, and therefore, the only diseases they can be expected to help are those like cancer where cells must be destroyed. Body organs have an affinity for a particular element and an isotope of that element can be used to get radiation to the troubled spot and destroy diseased cells of the organ.

Insofar as isotopes being the answer to the cancer cure of tomorrow, Abbott scientists say it is far too early to make



VERY HIGH-LEVEL radioactive materials are stored in 12-foot deep wells closed by a six-inch lead plug. Wells are located in a corridor having concrete walls two feet thick. Photo shows employee lifting one of these lead plugs with an overhead crane.



FINISHED RADIOACTIVE PHARMACEUTICALS are bottled in small multi-dose vials closed with a rubber stopper and aluminum seal. These are placed inside a can with sufficient lead to filter most of the radiation emitted. This provides safety to those handling the package in transit as well as to the doctor receiving the shipment.



FINAL ASSEMBLY LINE at Abbott Laboratories where cartons are sealed and labels and air express bills attached. Not visible in the picture is a heavily shielded radiation detector, located in front of the shipping clerk, which permits him to view external radiation from each package. This reading (kept well below the maximum permitted by CAA) is indicated on a special label affixed to each package.

such a dramatic prophecy. Only time, experience, and work in staggering amounts will determine their full potentialities.

Difficulties not encountered in the development of other drugs accompany

Abbott Laboratories' 30,000th air express shipment—this one is destined to Caracas—is shown being loaded aboard a Delta Air Lines plane.





**The
SLICK way
... to savings**

**Now Offers Shippers
Rate Reductions
of 15% to 58%
With New Minimum
of \$1**

Shipping via SLICK becomes even more attractive under SLICK's new tariff which gives new, low specific commodity rates on many shipments under 100 lbs. At the same time, SLICK institutes its new, history-making **LOW MINIMUM OF ONLY \$1**, providing even for the smallest shipment, speedy, economical movement. For many shipments of less than 100 lbs., SLICK's airfreight rates will **NOW BE EVEN LESS THAN TRUCK RATES!**

Thus, even the smallest shipment qualifies for air cargo movement and all the advantages of a real SLICK service. These include all the following:

- Large, all-cargo planes, with space reserved for every shipment.
- Speedy, on-time, scheduled flights, overnight cross-country, with first day delivery to most points.
- Service, door-to-destination, on SLICK's own planes or those of its extensive interline connections.
- Savings in packing, storage, insurance.

Whether your next shipment is small or large, SLICK's giant aircraft can carry it. Find out what SLICK's new rates and minimums can save you! Call SLICK on your airfreight shipments everywhere. You'll get high speed in the air and on the ground, highest standards of service ... at the lowest rates possible!

SLICK
The AIRFREIGHT Line

3000 N. CLYBOURN AVENUE, BURBANK, CALIFORNIA

the manufacture and shipment of isotopes. Radiations from an isotope can be dangerous without proper precautions guarding against it. The rays penetrate ordinary materials, so thick lead shields are used, behind which the radioactive materials are handled by remote control.

Special shipping containers, designed by packaging experts, also offer protection against this radiation. The vial containing radioactive material is encased in lead, sealed hermetically in a can and then packed in a specially designed corrugated carton that guarantees protection to handlers and a safe arrival at destination.

Since an isotope emits radiation, it is in a constant state of decay. This process of decaying is referred to and measured in terms of "half life." While some isotopes have a half-life of years, most of those used in medicine have a very short half-life. Radio gold, for

example, has a half-life of only 2½ days. This obviously necessitates prompt handling, rapid processing and packaging, and speedy delivery of the isotopes to hospitals or to the physician's office where they are to be used.

Delta and other airlines play an important role in the transportation of these isotopes, delivering them within their effective life span. Abbott's truck delivers their shipments to the Knoxville Airport daily where they are airtexpressed to hospitals and medical centers throughout the world.

In the few years that Abbott's Oak Ridge Laboratory has been in production, they have made more than 30,000 individual air express shipments. Without the speed of air and the prompt, efficient handling of the airlines and air express railway, the medical profession would be unable to utilize this newest development in the cancer fight.

FLORIDA'S FASHIONS

(Continued from Page 15)

no man to overlook a good bet. He has arranged a special daily flight for the shipments of Florida Fashions, and even has gone to the extent of dubbing it *The Flying Fashion*.

Meter postage is applied in Orlando. The rate is determined on the basis of Chicago as the local zone, rather than on the originating point about 1,000 miles away. The packages are contained in sacks which are flown to Chicago, then trucked to the post office. Because the sacks have been pre-marked for the different trains that will carry them out of the Windy City to final destinations, the work of the post office is considerably reduced. It is estimated that from three to four sorting clerks are saved each day.

CONGRATULATIONS

(Continued from Page 13)

section head of export rating and routing to traffic manager, Import and Export Division.

Virginia-Carolina Chemical Corporation: J. Langhorne Tompkins succeeds G. L. Alfriend, retired, as manager of the traffic department ... Stuart E. Nunnally appointed assistant traffic manager.

Westinghouse Electric Corporation: Edwin S. Votey named traffic manager of the Lamp Division. Headquarters are at Bloomfield, New Jersey.

National Biscuit Company: Edwin F. Mundy succeeds John A. Hart as general traffic manager. Hart was recently appointed vice president-traffic.

American Tobacco Company: J. H. Hayghe and J. P. Loneragan, who formerly

Shipping charges are only 10 cents per parcel higher for air than for ordinary railborne transportation, and this meager difference has spelled success for the operation.

According to M. C. Albrecht, director of operations of Florida Fashions, his firm receives from 7,000 to 8,000 mail orders a day, generating more than a million packages a year. The Orlando firm, which has been in business only 10 years and operates from a two-block long plant on a 12½-acre site, distributes approximately 30 million catalogs a year. And each one contains this tag-line: *Be sure to have your order sent by air freight.*

With mail-delivery time sliced in half, the new operation caught on instantly with Florida Fashions' customers in the Midwest. Now Albrecht is cocking a more-than-interested eye toward the Pacific Northwest to which the service would be extended. • • •

served as assistants to T. P. Connors, director of traffic, named assistant directors of traffic.

Miscellaneous

ATA: Gilbert L. Bates becomes associate director of research.

CAB: Morris Chertkov appointed assistant to vice chairman ... Earl S. Warner now associate chief, Office of Carrier Accounts and Statistics.

Traffic Club of Cleveland: Newly elected officers are D. M. Blanche (Lubrizol Corp.), president; George A. Brown (Union Pacific Railroad), first vice president; Len C. Schmetzer (Thompson Products,



Inc.), second vice president; George C. Kramp (Lamson Sessions Co.), treasurer; Wilfred H. Smith (Dixie Ohio Express, Inc.), secretary. Governors for two-year terms: Charles J. Clark (Cadillac Division, GMC); Herman C. Heppner (National Terminals Corp.); John T. O'Leary (Harshaw Chemical Co.); David I. Walsh (Wilson Freight Forwarding Co.); John K. Callaghan (Lyons Transportation Co.); Terry J. Connors (Continental Transportation Lines, Inc.).

Oakland Traffic Club: Freight Forwarding Night was held last month. Industrial Night is scheduled for September 18.

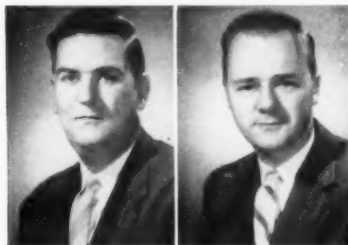
Women's Traffic & Transportation Club of Baltimore: Newly elected officers: Theresa M. Hoffman, president; Mary Evelyn Hegarty, first vice president; Margaret H. Snyder, second vice president; Ann Boone, corresponding secretary; Frances E. Mett, recording secretary; Mary E. Clarke, treasurer. Elected governors: Ruth A. McEvoy; Annette Noppinger; Marie M. Vohrer; Haxel D. DeVlieger.

Traffic Club of Denver: The club sponsors its seventh annual Colorado Transportation Day on August 23.

Traffic Club of Pittsburgh: William G. Felton (Pittsburgh Steel Co.) has been appointed chairman of the entertainment committee.

Women's Traffic Club of Oakland: Installed as new officers: Florence Anderson (Sherwin Williams Co.), president; Cora Young (Warren Transportation Co.), vice president; Margaret Balcom (Pacific Steel & Supply Co.), treasurer; Patricia Parlier (Rock Island Lines), recording secretary; Gertrude Doolan (Bekins Van & Storage Co.), corresponding secretary; Elaine Whisenand (Western Air Lines), Doris Kubell (Manufacturers Distribution Terminal), Neva Olson (Hunt Transfer Co.), Kathleen Hamill (TWA), Caroline Meagher (Oakland Army Base), Thelma Peterson (Southern Pacific Co.), Alice Martel (Bekins Van & Storage Co.), directors.

Canadian International Freight Forwarders Association: Newly elected officers: J. J. Gilligan (A. W. W. Kyle Co., Ltd.), president; H. D. Walmsley (Gillespie-Munro, Ltd.), vice president; J. G. Alcock (Guy Tombs, Ltd.), R.



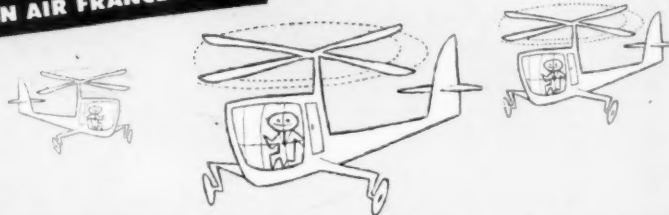
Gilligan

Walmsley

Bourassa (St. Arnaud & Bergevin, Ltd.), A. Jaquet (Alpina Shipping Co., Ltd.), D. Mason (Cargo Expeditors, Ltd.), F. O'Rourke (Thomas Meadows & Co., Canada, Ltd.), and M. H. Robinson (Blaklock Brothers, Ltd.), directors.

Chicago Freight Forwarders & Customs Brokers Association: Newly elected officers: A. C. Tyre (American Express Co.), president; Joe Lyons

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(Lyons Transport), vice president; John E. Smith (Karl Schrott & Associates, Inc.), secretary-treasurer; W. P. Naumes (Naumes Forwarding Service), board chairman.

Export Managers Club of Chicago, Inc.: Newly elected officers: R. E. Kilpatrick (Kester Solder Co.), president; James E. Burke (Stewart-Warner Corp.), first vice president; C. C. Crittendon (Signode Steel Strapping Overseas Co.), second vice president; Carrington H. Stone (Carrington H. Stone Exporters and Engineers), secretary; Hans Neuert

(Neuert, Wilton & Associates, Inc.), treasurer; D. F. Christy (Wilson & Co., Inc.) and Thomas P. Collier (The Plessey Co., Ltd.), directors, two-year terms; Richard A. Hawkins (Goodman Manufacturing Co.), John C. Hill (John C. Hill & Co., Inc.), Kenneth O. Ostman (Trans-World Trading Corp.); E. L. Schimmel (Bell & Howell Co.); Andrew W. Brainerd (attorney); Norman G. Jensen (Cosmos Shipping Co., Inc.); Edwin A. Kuecker (Kuecker Steamship Services, Inc.); and Edgar J. Cook (Abbott Laboratories International Co.), directors, one-year terms.

FORWARDERS

The offices of Emery Air Freight Corporation have increased to a total of 32 with the addition of new quarters at Miami and New Orleans. The Miami office is under the management of George Noller, and the New Orleans office is headed by Fred Boehn. Opening of these two new points gives Emery five United States gateway cities for its supplementary International Gateway Service. This supplementary service is designed to process air shipments to foreign areas other than Europe. The other Emery offices working in this service

are located at Los Angeles, San Francisco, and Seattle.

It was learned that the company's recently inaugurated International Division (see June AT) has steadily been building up a volume of traffic. An official of the company told *Air Transportation* that a total of 24 Emery offices are currently producing international air shipments. Pete George and James P. Fay, respectively manager and assistant manager of the International Division, are at the present time on a swing around the country for the purpose of streamlining Emery's international operations.

Acme Air Cargo, Inc. has claimed a round-the-world record of four days and 4½ hours on a shipment of advertising matter which departed from New York International Airport via Pan American World Airways. Leaving Idlewild June 22, the plane flew to Paris, then on to Rome, Beirut, Hong Kong, and Tokyo where the shipment was transferred to a Northwest Orient Airlines plane. NWA hauled it across the Pacific to Seattle, then on to Chicago and New York where it arrived June 27. The shipment—it covered 20,225 miles, averaging over 200 miles per elapsed hour, including stops, transfers, and customs clearance—was displayed at the dedication ceremonies of the newly opened Idlewild Cargo Terminal.

According to Charles W. L. Foreman, vice president of the United Parcel Service, the company is inaugurating a coast-to-coast air delivery service designed to compete with parcel post. The service is aimed at packages averaging under 10 pounds. Comparative costs, Los Angeles to New York: via parcel post, \$2.05, including \$10 insurance; via UPS, \$1.91, including \$100 insurance. The new service starts with 100 delivery points in California, Illinois, Indiana, New Jersey, and New York.

TWA has filed for unrestricted flying rights between New York, Hartford-Springfield, and Boston, and between New York and Washington, D. C.



Allegheny Airlines is seeking extension of its present

routes. Four separate applications request the following: extension of the present segment between Pittsburgh, Wheeling, Parkersburg-Marietta and Huntington, to the new terminal point, Louisville, Kentucky; a Louisville-Philadelphia route via the intermediate points, Huntington (West Virginia), Parkersburg (West Virginia)-Marietta (Ohio), Hagerstown (Maryland), and Wilmington (Delaware); a Detroit-Washington route via the intermediate points, Cleveland, Akron-Canton, Wheeling, Morgantown (West Virginia), and Cumberland (Maryland); and extension of its Pittsburgh-Harrisburg services to Washington.

The Railway Express Agency is involved in three investigations instituted by the CAB. They relate to REA's applications to act as an international air freight forwarder and for a CAB Letter of Registration, and to its general sales agency agreement in the United States for Seaboard & Western Airlines and TAN.

A steady stream of Puerto Rican industrialists and Government officials have testified before the CAB, seeking increased air service between the island and the United States. Also sought is expanded service to more United States cities. Eight air carrier have applications before the Board for expanded or new certification from San Juan: Capital, Delta, Eastern, National, Pan Am, Riddle, Transcaribbean, and United States Overseas.

The United States Court of Appeals has returned to the CAB its order permitting supplemental air carriers to operate up to 10 flights in the same direction between any single pair of points in any calendar month. The court instructed the Board to make new findings in support of its ruling which also had permitted the nonskeds to operate the 10 flights on regular schedule, as well as to offer unlimited payload charters. The scheduled airlines, in its appeal, stated that the Board had exceeded its authority.

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PANAGRA
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COMMERCIAL AIRCRAFT

Capital Airlines has again turned to Britain for its new-type transports, this time signing for a fleet of 14 de Havilland *Comet IV* jet airliners. Improved version of the first *Comet* which had a short and unhappy life, the *Comet IV* is reported to have overcome all its initial problems and to have convinced Capital's technical experts as well as financiers, that it is a safe, dependable, competitive aircraft. Capital, which was the first United States carrier to introduce the British-made Armstrongs-Vickers *Viscount* propjet, believes enough in the *Comet IV* to have invested \$53 million in the fleet, including spares.

CAA certification of the aircraft is the next hurdle, but the likelihood is that the purchase was not made without Capital's foreknowledge of its position with regard to the jet. Cruising speed of the plane is reported to be 500 miles an hour; top speed, 545 miles an hour. It would be placed in service during the early part of 1959. BOAC already has an order in for 20 *Comet IV*s.

Capital recently announced that it had increased its order for *Viscounts* by 15, which would bring the carrier's *Viscount* fleet to a total of 75. According to J. H. Carmichael, president, the plane has set traffic records in each market in which it has been introduced. It has received 29 *Viscounts* to date, with the complete balance, including the newly increased order, scheduled to be in Capital's hands by August of next year.

Beginning late in 1959, TWA and Delta Air Lines will receive the first of 40 *Golden Arrows* (30 for TWA, 10 for Delta), medium-range jet transports with a reported cruising speed of 609 miles an hour. Called "the world's newest and fastest commercial airliner," the combined order, including spares, reaches "well in excess of \$200 million." This is the same plane as the *Skylark* which has been renamed. (See 600 mph Plus! in May AT.) It derives its name from the golden color of the metal to be used.

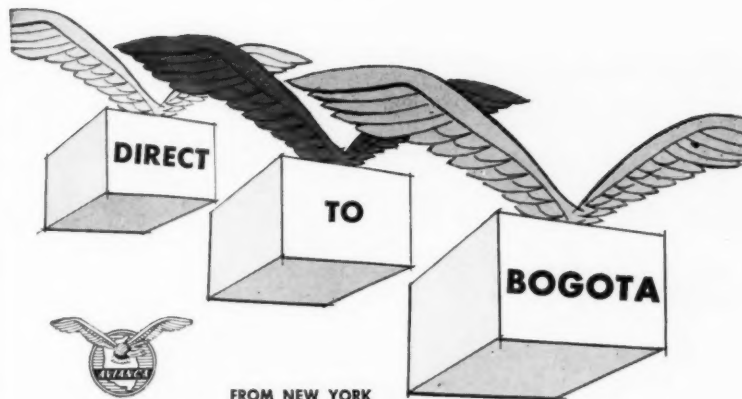
The *Golden Arrow* marks the entrance of General Electric Company into the aircraft engine field with the four CJ-805 engines powering the plane. It is the commercial version of the GE-J79 which the company has successfully produced for the military.

Lockheed Aircraft Corporation reports that it has received an order for three *Super Constellations* from Thai Airways. Cost will exceed \$6 million. Delivery is scheduled for next Summer. This represented the airline's third order for *Super Connies*.

National Airlines has taken delivery of the first of its six *Convair 440 Metropolitans*. The airline expects to receive its new *Convair* fleet before the Summer ends. National also has on order 23 *Lockheed Electras*, four *Douglas DC-7Bs* and six *DC-8* jets.

A report from the Bristol Aeroplane Company stated that the *Britannia 100* will not go into service until October, when BOAC will introduce the transport on its route to Johannesburg. It is anticipated that *Britannia* flights to Australia will start the following month.

It is now definite that India will purchase a fleet of Soviet twin-engined *Ilyushin 14s*. (See Commercial Aircraft in



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Technical Aspects of Air Transport Management

by R. DIXON SPEAS
Aviation Consultant
316 pages, \$8.50
Just Published

This book deals with all phases of airline management and operation in a manner that can be easily understood by those in non-technical airline work. Covers the operational and engineering responsibilities in the airline discussion of current aircraft and current aircraft operating procedures. The technical viewpoint is applied with particular emphasis on efficiencies of operation and cost aspects. Contains numerous, informative illustrations and charts.

AIR TRANSPORTATION

10 BRIDGE STREET • NEW YORK

July AT.) The Russian transports will be replacements for its *Dakotas*. The Soviet Union recently presented Prime Minister Jawaharlal Nehru with one of these planes as a gift.

AIRPORTS

Cargo-handling statistics for the month of May, just released by Seattle-Tacoma International Airport, showed an increase of 493,383 pounds of air freight over the same May of last year. Total handled was 3,127,212

pounds. Express handlings dropped from 249,855 pounds to 226,175 pounds.

New York City has started construction of its first downtown commercial heliport on a bulkhead site at West 30th Street and the Hudson River. Completion is scheduled for September at which time New York Airways would commence scheduled cargo and mail service between Manhattan and Idlewild, La Guardia, Newark, and Teterboro Airports. Passenger service, according to the Port of New York Authority, will open "after operational experience is developed and S-58 helicopters are available."

A \$7 million international air terminal,

DOMESTIC AIR PARCEL POST RATES

Zone	First pound over 8 ounces		Additional pounds	
	Cents		Cents	
1, 2, and 3.....	60		48	
4.....	65		50	
5.....	70		56	
6.....	75		64	
7.....	75		72	
8.....	80		80	

Weight	Zone 1, 2 & 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces—						
1 pound.....	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80
2 pounds.....	1.08	1.15	1.26	1.39	1.47	1.60
3 pounds.....	1.56	1.65	1.82	2.03	2.19	2.40
4 pounds.....	2.04	2.15	2.38	2.67	2.91	3.20
5 pounds.....	2.52	2.65	2.94	3.31	3.63	4.00
6 pounds.....	3.00	3.15	3.50	3.95	4.35	4.80
7 pounds.....	3.48	3.65	4.06	4.59	5.07	5.60
8 pounds.....	3.96	4.15	4.62	5.23	5.79	6.40
9 pounds.....	4.44	4.65	5.18	5.87	6.51	7.20
10 pounds.....	4.92	5.15	5.74	6.51	7.23	8.00
11 pounds.....	5.40	5.65	6.30	7.15	7.95	8.80
12 pounds.....	5.88	6.15	6.86	7.79	8.67	9.60
13 pounds.....	6.36	6.65	7.42	8.43	9.39	10.40
14 pounds.....	6.84	7.15	7.98	9.07	10.11	11.20
15 pounds.....	7.32	7.65	8.54	9.71	10.83	12.00
16 pounds.....	7.80	8.15	9.10	10.35	11.55	12.80
17 pounds.....	8.28	8.65	9.66	10.99	12.27	13.60
18 pounds.....	8.76	9.15	10.22	11.63	12.99	14.40
19 pounds.....	9.24	9.65	10.78	12.27	13.71	15.20
20 pounds.....	9.72	10.15	11.34	12.91	14.43	16.00
21 pounds.....	10.20	10.65	11.90	13.55	15.15	16.80
22 pounds.....	10.68	11.15	12.46	14.19	15.87	17.60
23 pounds.....	11.16	11.65	13.02	14.83	16.59	18.40
24 pounds.....	11.64	12.15	13.58	15.47	17.31	19.20
25 pounds.....	12.12	12.65	14.14	16.11	18.03	20.00
26 pounds.....	12.60	13.15	14.70	16.75	18.75	20.80
27 pounds.....	13.08	13.65	15.26	17.39	19.47	21.60
28 pounds.....	13.56	14.15	15.82	18.03	20.19	22.40
29 pounds.....	14.04	14.65	16.38	18.67	20.91	23.20
30 pounds.....	14.52	15.15	16.94	19.31	21.63	24.00
31 pounds.....	15.00	15.65	17.50	19.95	22.35	24.80
32 pounds.....	15.48	16.15	18.06	20.59	23.07	25.60
33 pounds.....	15.96	16.65	18.62	21.23	23.79	26.40
34 pounds.....	16.44	17.15	19.18	21.87	24.51	27.20
35 pounds.....	16.92	17.65	19.74	22.51	25.23	28.00
36 pounds.....	17.40	18.15	20.30	23.15	25.95	28.80
37 pounds.....	17.88	18.65	20.86	23.79	26.67	29.60
38 pounds.....	18.36	19.15	21.42	24.43	27.39	30.40
39 pounds.....	18.84	19.65	21.98	25.07	28.11	31.20
40 pounds.....	19.32	20.15	22.54	25.71	28.83	32.00
41 pounds.....	19.80	20.65	23.10	26.35	29.55	32.80
42 pounds.....	20.28	21.15	23.66	26.99	30.27	33.60
43 pounds.....	20.76	21.65	24.22	27.63	30.99	34.40
44 pounds.....	21.24	22.15	24.78	28.27	31.71	35.20
45 pounds.....	21.72	22.65	25.34	28.91	32.43	36.00
46 pounds.....	22.20	23.15	25.90	29.55	33.15	36.80
47 pounds.....	22.68	23.65	26.46	30.19	33.87	37.60
48 pounds.....	23.16	24.15	27.02	30.83	34.59	38.40
49 pounds.....	23.64	24.65	27.58	31.47	35.31	39.20
50 pounds.....	24.12	25.15	28.14	32.11	36.03	40.00
51 pounds.....	24.60	25.65	28.70	32.75	36.75	40.80
52 pounds.....	25.08	26.15	29.26	33.39	37.47	41.60
53 pounds.....	25.56	26.65	29.82	34.03	38.19	42.40
54 pounds.....	26.04	27.15	30.38	34.67	38.91	43.20
55 pounds.....	26.52	27.65	30.94	35.31	39.63	44.00
56 pounds.....	27.00	28.15	31.50	35.95	40.35	44.80
57 pounds.....	27.48	28.65	32.06	36.59	41.07	45.60
58 pounds.....	27.96	29.15	32.62	37.23	41.79	46.40
59 pounds.....	28.44	29.65	33.18	37.87	42.51	47.20
60 pounds.....	28.92	30.15	33.74	38.51	43.23	48.00
61 pounds.....	29.40	30.65	34.30	39.15	43.95	48.80
62 pounds.....	29.88	31.15	34.86	39.79	44.67	49.60
63 pounds.....	30.36	31.65	35.42	40.43	45.39	50.40
64 pounds.....	30.84	32.15	35.98	41.07	46.11	51.20
65 pounds.....	31.32	32.65	36.54	41.71	46.83	52.00
66 pounds.....	31.80	33.15	37.10	42.35	47.55	52.80
67 pounds.....	32.28	33.65	37.66	42.99	48.27	53.60
68 pounds.....	32.76	34.15	38.22	43.63	48.99	54.40
69 pounds.....	33.24	34.65	38.78	44.27	49.71	55.20
70 pounds.....	33.72	35.15	39.34	44.91	50.43	56.00

especially geared to the Jet Age, will be built in Honolulu. Work is scheduled to begin next year. This will be only one part of a huge reconstruction of the entire Airport. It is ranked eighteenth nationally in traffic volume. However, its significance to military air traffic is pointed up by the fact that during the Korean War it ranked third.



A freight interchange agreement has been signed by the Flying Tiger Line and the American President Line. Mayo Thomas, director of sales development for Flying Tiger, said that the agreement would be "the basis and the initial start of the eventual joint sea-air rates." Flying Tiger will act as forwarding agent for the steamship line, handle freight by air from any common ocean port of entry, with APL acting as sales agent for Flying Tiger at the source of traffic.



Two important packaging industry events are scheduled for the week of September 10: the Packaging Machinery and Materials Exposition of 1956, sponsored by the Packaging Machinery Manufacturers' Institute; and the 18th Annual Forum of the Packaging Institute. Theme of the Forum will be: *Dollars and Cents of Protective Packaging*. According to the organization, between 10,000 and 15,000 visitors are expected to attend the exposition.

Pan American World Airways has purchased the prototype of a new British truck specially designed for loading and unloading air freight. It is in daily use at London Airport servicing the line's trans-atlantic planes. Feature of the vehicle is the body, which can be raised as much as 10 feet. The manufacturer is the Rootes Group, which claims the invention is a speedy and safe way of transferring freight and baggage from aircraft to flight buildings. Principle of the design is the elevation of the truck body to the level of the aircraft's hold. This is accomplished by means of strong "scissor" cross members activated by two power-hydraulic rams. At the touch of a lever inside the separate driver's cab, these raise the body steadily to the required height. A perspex panel in the cab roof enables the driver to gauge his approach and level.

As the alloy body of the truck reaches the correct height and stops, an adjustable "drawbridge" swings down across the roof of the cab to fit inside the opening of the aircraft. Across the gangplank the freight may be transferred straight into the truck. The automatic folding gangplank is hinged at two points so that the width may be varied to fit inside any sized loading bay. Once the cargo has been transferred the flap closes up, the truck body descends to normal level and the truck drives off to the unloading area.

The descending headboard, or drawbridge, was designed by A. Bins, Truck Sales Manager of the Rootes Group, while the height-lift gear was developed by Access Equipment Co., Ltd. of Neasden,

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The Truck-Man Division of the Knickerbocker Company has joined the Material Handling Institute, Inc.

BOOKS

Selected stories and articles from the Canadian periodical, *The Beaver*, paint a picture of Canada's North and West in *Northern Treasury* (Devin-Adair Co., U. S.; Thomas Nelson & Sons, Canada; 238 pages; \$3.50. Light reading, providing a neat balance of humor, adventure, and history. It's edited by Clifford Wilson. Among the better travel guides is the Nagel series. Available now are new ones: **Nagel's Europe**

Travel Guide (Frederick A. Praeger, Inc.; \$7.50; 1,024 pages) and **Nagel's Germany Travel Guide** (Frederick A. Praeger, Inc.; \$6.00; 652 pages). Complete in every detail, including maps. The traveler would do well to include them in his personal and/or company library. . . . A different type of guide, this one to the nation's capital, is Dorothea Jones' **Washington is Wonderful** (Harper & Brothers; 278 pages; \$3.75). Besides some lively descriptive text on the city in which she makes her home, Mrs. Jones provides 10 well-planned tours for the visitor.

Paul Kuhn's **Stresses in Aircraft and Shell Structures** (McGraw-Hill Book Co.) (Concluded on Page 29)

INTERNATIONAL AIR MAIL AND AIR PARCEL POST RATES

COUNTRY					OTHER ARTICLES ¹ (prints, samples, small packages, etc.)					AIR MAIL Letters and letter packages, per 1/2 oz.					AIR PARCEL POST				
AIR LETTERS SURVEYS—10 cents each to all countries. AIR MAIL POST CARDS (Singles)—10 cents each to all countries except Canada (4¢), Cuba (5¢), Mexico (4¢), and St. Pierre and Miquelon (5¢).					First 2 oz. or fraction					First 4 oz. or fraction					Max. wt., lb.				
Cents					Cents					Cents					Cents				
Aden.....	25	.....	.....	.....	Aden.....	25	.....	.....	.....	Aden.....	25	.....	.....	.....	Aden.....	25	.....	.....	.....
Afghanistan.....	25	.....	.....	.....	Afghanistan.....	25	.....	.....	.....	Afghanistan.....	25	.....	.....	.....	Afghanistan.....	25	.....	.....	.....
Albania.....	15	.....	.....	.....	Albania.....	15	.....	.....	.....	Albania.....	15	.....	.....	.....	Albania.....	15	.....	.....	.....
Algeria.....	15	\$0.48	\$0.28	.....	Algeria.....	15	.....	.....	.....	Algeria.....	15	.....	.....	.....	Algeria.....	15	.....	.....	.....
Andorra (Rep.).....	15	.45	.25	.....	Andorra (Rep.).....	15	.....	.....	.....	Andorra (Rep.).....	15	.....	.....	.....	Andorra (Rep.).....	15	.....	.....	.....
Anglo-Egyptian Sudan.....	25	(?)	.....	.....	Anglo-Egyptian Sudan.....	25	.....	.....	.....	Anglo-Egyptian Sudan.....	25	.....	.....	.....	Anglo-Egyptian Sudan.....	25	.....	.....	.....
Angola.....	25	2.63	.43	.....	Angola.....	25	.....	.....	.....	Angola.....	25	.....	.....	.....	Angola.....	25	.....	.....	.....
Anguilla.....	10	.....	.....	.....	Anguilla.....	10	.....	.....	.....	Anguilla.....	10	.....	.....	.....	Anguilla.....	10	.....	.....	.....
Antigua.....	10	.33	.13	.....	Antigua.....	10	.....	.....	.....	Antigua.....	10	.....	.....	.....	Antigua.....	10	.....	.....	.....
Argentina.....	10	.58	.38	.....	Argentina.....	10	.....	.....	.....	Argentina.....	10	.....	.....	.....	Argentina.....	10	.....	.....	.....
Aruba.....	10	.38	.18	.....	Aruba.....	10	.....	.....	.....	Aruba.....	10	.....	.....	.....	Aruba.....	10	.....	.....	.....
Australia.....	15	.....	.....	.....	Australia.....	15	.....	.....	.....	Australia.....	15	.....	.....	.....	Australia.....	15	.....	.....	.....
Ascension Island.....	15	.....	.....	.....	Ascension Island.....	15	.....	.....	.....	Ascension Island.....	15	.....	.....	.....	Ascension Island.....	15	.....	.....	.....
Australia.....	25	.84	.63	.....	Australia.....	25	.....	.....	.....	Australia.....	25	.....	.....	.....	Australia.....	25	.....	.....	.....
Austria.....	15	.45	.24	.....	Austria.....	15	.....	.....	.....	Austria.....	15	.....	.....	.....	Austria.....	15	.....	.....	.....
Azores.....	15	2.41	.20	.....	Azores.....	15	.....	.....	.....	Azores.....	15	.....	.....	.....	Azores.....	15	.....	.....	.....
Bahamas.....	10	.28	.07	.....	Bahamas.....	10	.....	.....	.....	Bahamas.....	10	.....	.....	.....	Bahamas.....	10	.....	.....	.....
Barbados.....	10	.38	.17	.....	Barbados.....	10	.....	.....	.....	Barbados.....	10	.....	.....	.....	Barbados.....	10	.....	.....	.....
Barbuda.....	10	.....	.....	.....	Barbuda.....	10	.....	.....	.....	Barbuda.....	10	.....	.....	.....	Barbuda.....	10	.....	.....	.....
Belgium.....	25	2.68	.47	.....	Belgium.....	25	.....	.....	.....	Belgium.....	25	.....	.....	.....	Belgium.....	25	.....	.....	.....
Belgian Congo.....	25	.59	.38	.....	Belgian Congo.....	25	.....	.....	.....	Belgian Congo.....	25	.....	.....	.....	Belgian Congo.....	25	.....	.....	.....
Bermuda.....	15	.42	.21	.....	Bermuda.....	15	.....	.....	.....	Bermuda.....	15	.....	.....	.....	Bermuda.....	15	.....	.....	.....
Bermuda.....	10	.27	.06	.....	Bermuda.....	10	.....	.....	.....	Bermuda.....	10	.....	.....	.....	Bermuda.....	10	.....	.....	.....
Bolivia.....	10	.40	.20	.....	Bolivia.....	10	.....	.....	.....	Bolivia.....	10	.....	.....	.....	Bolivia.....	10	.....	.....	.....
Bonaire.....	10	.38	.18	.....	Bonaire.....	10	.....	.....	.....	Bonaire.....	10	.....	.....	.....	Bonaire.....	10	.....	.....	.....
Brazil.....	10	.55	.35	.....	Brazil.....	10	.....	.....	.....	Brazil.....	10	.....	.....	.....	Brazil.....	10	.....	.....	.....
British Guiana.....	10	.40	.19	.....	British Guiana.....	10	.....	.....	.....	British Guiana.....	10	.....	.....	.....	British Guiana.....	10	.....	.....	.....
British Honduras.....	10	.30	.10	.....	British Honduras.....	10	.....	.....	.....	British Honduras.....	10	.....	.....	.....	British Honduras.....	10	.....	.....	.....
British Somaliland.....	25	.....	.....	.....	British Somaliland.....	25	.....	.....	.....	British Somaliland.....	25	.....	.....	.....	British Somaliland.....	25	.....	.....	.....
British Virgin Islands.....	10	.....	.....	.....	British Virgin Islands.....	10	.....	.....	.....	British Virgin Islands.....	10	.....	.....	.....	British Virgin Islands.....	10	.....	.....	.....
Brunei.....	25	.....	.....	.....	Brunei.....	25	.....	.....	.....	Brunei.....	25	.....	.....	.....	Brunei.....	25	.....	.....	.....
Bulgaria.....	15	(?)	.....	.....	Bulgaria.....	15	.....	.....	.....	Bulgaria.....	15	.....	.....	.....	Bulgaria.....	15	.....	.....	.....
Burma.....	25	2.90	.70	.....	Burma.....	25	.....	.....	.....	Burma.....	25	.....	.....	.....	Burma.....	25	.....	.....	.....
Cambodia.....	25	.....	.....	.....	Cambodia.....	25	.....	.....	.....	Cambodia.....	25	.....	.....	.....	Cambodia.....	25	.....	.....	.....
Cameroon, British & French.....	25	.....	.....	.....	Cameroon, British & French.....	25	.....	.....	.....	Cameroon, British & French.....	25	.....	.....	.....	Cameroon, British & French.....	25	.....	.....	.....
Canada (per oz.).....	6	(?)	.....	.....	Canada (per oz.).....	6	.....	.....	.....	Canada (per oz.).....	6	.....	.....	.....	Canada (per oz.).....	6	.....	.....	.....
Cape Verde Islands.....	25	2.65	1.75	.....	Cape Verde Islands.....	25	.....	.....	.....	Cape Verde Islands.....	25	.....	.....	.....	Cape Verde Islands.....	25	.....	.....	.....
Ceylon.....	25	.69	.49	.....	Ceylon.....	25	.....	.....	.....	Ceylon.....	25	.....	.....	.....	Ceylon.....	25	.....	.....	.....
Chile.....	10	2.48	.28	.....	Chile.....	10	.....	.....	.....	Chile.....	10	.....	.....	.....	Chile.....	10	.....	.....	.....
China.....	25	2.65	.45	.....	China.....	25	.....	.....	.....	China.....	25	.....	.....	.....	China.....	25	.....	.....	.....
China.....	10	2.39	.19	.....	China.....	10	.....	.....	.....	China.....	10	.....	.....	.....	China.....	10	.....	.....	.....
Colombia.....	15	.....	.....	.....	Colombia.....	15	.....	.....	.....	Colombia.....	15	.....	.....	.....	Colombia.....	15	.....	.....	.....
Corsica.....	10	.34	.14	.....	Corsica.....	10	.....	.....	.....	Corsica.....	10	.....	.....	.....	Corsica.....	10	.....	.....	.....
Costa Rica.....	10	2.28	.07	.....	Costa Rica.....	10	.....	.....	.....	Costa Rica.....	10	.....	.....	.....	Costa Rica.....	10	.....	.....	.....
Cuba.....	10	.38	.18	.....	Cuba.....	10	.....	.....	.....	Cuba.....	10	.....	.....	.....	Cuba.....	10	.....	.....	.....
Curacao.....	10	.....	.....	.....	Curacao.....	10	.....	.....	.....	Curacao.....	10	.....	.....	.....	Curacao.....	10	.....	.....	.....
Cyprus.....	25	.50	.30	.....	Cyprus.....	25	.....	.....	.....	Cyprus.....	25	.....	.....	.....	Cyprus.....	25	.....	.....	.....

Czechoslovakia.....	15	.44	.23	.88	.48	.44	Portuguese Guinea.....	25	(2)	.45	1.83	.88	11
Dahomey.....	25	.43	.23	.97	.47	.44	Portuguese India.....	25	1.65	.45	.88	.88	11
Denmark.....	10	.31	.11	.86	.22	.44	Portuguese Timor.....	25					
Dominican Republic.....	10	.36	.16	1.24	.33	.44	Portuguese West Africa (except Angola).....	25	(2)				
Ecuador.....	15	1.52	.31	1.35	.64	.22	Reunion Island.....	25					
Egypt.....	25	(2)					Rhodesia, Northern & Southern Rumania.....	25	(2)				
Eritrea.....	15	1.52	.31	1.66	.63	.22	Ryukyu Islands.....	15	(2)	.45	1.27	.91	22
Estonia.....	25	.58	.38	1.26	.76	.22	Saba.....	10	.38	.18	.72	.36	44
Falkland Islands.....	10	.43	.23	.97	.47	.44	St. Christopher (St. Kitts).....	10					
Faroe Islands.....	25	.70	.50	1.67	1.00	.22	St. Eustatius.....	10	.38	.18	.72	.36	44
Fiji Islands.....	25	1.46	.25	.88	.51	.44	St. Helena.....	25	.68	.47	1.31	.94	11
Finland.....	15	.42	.21	1.22	.44	.44	St. Lucia.....	10					
France, incl. Monaco & Saar.....	25	.65	.45				St. Martin (Neth. part).....	10	.38	.18	.72	.36	44
French Equatorial Africa.....	10	1.42	.22	.79	.44	.11	St. Pierre & Miquelon (per oz.).....	8					
French Guinea.....	25	.65	.45				St. Vincent.....	10	1.33	.13	1.02	.26	44
French India.....	25	.90	.45	1.75	.90	.22	Salvador, El.....	25					
French Oceania.....	25	.90	.45	1.75	.90	.22	Samoa, Western (British).....	25					
French Somaliland.....	25	.90	.45	1.75	.90	.22	Santa Cruz Islands.....	25					
French Sudan.....	25	.90	.45	1.75	.90	.22	Sarawak.....	25	.60	.40	1.60	.80	42
Gambia.....	25	.90	.45	1.75	.90	.22	Saudi Arabia.....	25	.44	.23	.90	.50	44
Germany.....	15	.43	.22	.95	.45	.44	Senegal.....	25					
Gibraltar.....	15	.45	.25	.75	.50	.22	Seychelles.....	25					
Gilbert & Ellice Islands.....	25	(2)					Sierra Leone.....	25					
Gold Coast Colony.....	25	.52	.31	1.18	.64	.22	Solomon Islands.....	25					
Great Britain and Northern Ireland.....	15	.41	.20	1.00	.41	.22	Somalia.....	25					
Greece, incl. Crete & Dodecanese Islands.....	15	.48	.28	1.07	.57	.22	South West Africa.....	25	.68	.47	1.31	.94	11
Grenada & Grenadines.....	10	.34	.14	.65	.20	.11	Spain, incl. Canary & Balearic Islands & Spanish offices in N. Africa.....	15	4.45	.25	1.25	.50	11
Guadeloupe.....	10	.33	.12	.65	.20	.11	Spanish Guinea.....	25					
Guatemala.....	10	.31	.12	.65	.20	.11	Spanish West Africa.....	25	(4)	.20	.92	.41	44
Haiti.....	10	.31	.12	.65	.20	.11	Surinam.....	10	.41	.20	.92	.41	44
Honduras (Rep.).....	10	.31	.12	.65	.20	.11	Sweden.....	15	.45	.24	.85	.49	44
Hong Kong.....	25	.90	.45	1.74	.90	.22	Switzerland.....	15	.43	.22	.92	.46	44
Hungary.....	15	.37	.16	.89	.33	.44	Syria.....	25	.52	.31	1.22	.64	44
Iceland.....	15	.64	.44	1.70	.96	.22	Taiwan (Formosa).....	25	2.65	.45	1.43	1.08	22
India.....	25	.85	.65				Tanganyika.....	25	.65	.45	1.35	.85	11
Indonesia.....	25	.85	.65				Thailand.....	25	.95	.75	2.29	1.50	22
Iran.....	25	.56	.35	1.47	.72	.44	Tibet.....	25	2.64	.44	1.70	.96	11
Iraq.....	25	.56	.35	1.47	.72	.44	Tonga (Friendly Islands).....	25	2.45	.24	1.08	.50	22
Ireland (Eire).....	15	.39	.18	.97	.37	.15	Trinidad (Free Territory).....	15	2.45	.38	1.03	.35	22
Israel, State of.....	25	.52	.31	1.42	.67	.22	Trinidad & Tobago.....	10	.68	.47	1.31	.94	11
Italy, incl. San Marino.....	15	.45	.24	1.08	.50	.44	Tristan da Cunha.....	25	.47	.26	1.11	.54	44
Ivory Coast & Upper Volta.....	25	.30	.10	.80	.33	.44	Tunisia.....	15	4.49	.28	1.15	.57	44
Jamaica.....	10	.30	.10	.80	.33	.44	Turkey.....	15					
Japan.....	25	.65	.45	1.27	.91	.22	Turks Island.....	10					
Jordan.....	25	.65	.45	1.27	.91	.22	Uganda.....	25	.65	.45	1.35	.85	11
Korea.....	25	.70	.49	1.37	1.01	.22	Union of South Africa.....	25	2.68	.47	1.31	.94	11
Laos.....	25	(2)					Union of Soviet Socialist Reps.....	15	2.52	.31	1.66	.63	22
Latvia.....	15	.52	.31	1.66	.63	.22	Uruguay.....	10	2.58	.38	1.26	.76	44
Lebanon (Rep.).....	25	.52	.31	1.22	.64	.44	Vatican City State.....	15	2.45	.24	1.08	.50	44
Leeward Islands (except Antigua).....	10	.48	.27	.86	.56	.22	Venezuela.....	10	.38	.18	1.27	.36	44
Liberia.....	25	.48	.27	.86	.56	.22	Viet-Nam.....	25					
Libya.....	15	.48	.27	.86	.56	.22	Windward Islands.....	10					
							Yemen.....	25					
							Yugoslavia.....	15	.43	.22	.87	.52	44
							Zanzibar and Pemba.....	25	.65	.45	1.35	.85	11

1 When no special rate is shown in "Other articles" column the air mail letter rate to the country concerned applies.
2 Small packages not accepted.
3 Merchandise prohibited in letters or letter packages.
4 Restrictions apply.
5 Packages weighing 5 ounces or less may not be sent as parcel post.



The numbered paragraphs below correspond with the numbers appearing in the coupon in this department. To order one or more pieces of literature, or other types of materials, at absolutely no charge to you or your firm, just encircle the corresponding number in the coupon, fill in the required information, and mail it in. *Air Transportation* will do the rest of the job.

203 A handy folder spelling out TWA's New Bargainair-Freight—deferred air freight rates covering shipments not released at destination until the fourth day following shipment. Rates compete with surface carriers.

204 An interesting booklet which describes the services, routes, and value of the scheduled local airlines.

205 *How to Prepack in Corrugated Boxes*, a new booklet which provides helpful information in the prepackaging of products; how to cut handling, packaging and storage costs; reduce damage; etc.

206 Summer edition of the Cargo Memorandum Tariff of Sabena World Belgian Airlines. Includes general and specific commodity rates.

207 A manufacturer of magnesium materials handling equipment offers a new bulletin on light-weight pallet dollies.

208 For latest information on international air parcel post, ask for *Thumbnail Guide to Simple Shipping Forms for World-Wide Air Parcel Post*.

209 Latest edition of BOAC's international air cargo rates. General commodity rates are world-wide; specific commodity rates to United Kingdom only.

210 Newest revised air cargo tariff of Qantas Empire Airways.

211 Six case-history applications of the Drumpak heavy-duty corrugated container, illustrated in a new four-page brochure. Products covered include major appliances, bulk chemicals, grinding wheels, rubber hose, and textile yarns.

212 Shippers will want this copy of REA's latest Air Express Memorandum Tariff.

213 *How to Pack for Maximum Instrument Protection*, an excellent booklet which should be of special interest to shippers of delicate instruments.

214 Going on that business trip to Europe and/or the Middle East? Ask for Swissair's unusual loose-leaf folder, *Stop Over with Swissair*, which suggests no less than 90 routings.

215 Here's a new 44-page steel strapping catalog containing constructive ideas to help speed packaging, lower handling costs and achieve safe shipment. Includes more than 65 drawings and photos showing practical, proven steel strapping applications.

216 New idea booklet, on unitizing, showing in 50 practical applications how steel strapping is providing faster handling of products, savings in packaging materials, etc. All unitizing ideas included in the booklet are actual photos of field-tested applications.

217 Attractive folder devoted to a description of the new \$60 million Terminal City now under construction at New York International Airport.

218 4-page leaflet describing the new international air freight services of Emery Air Freight Corporation. Features an explanation of its particular services and includes a list of Emery's U. S. offices as well as a list of foreign agency cities.

219 Comprehensive catalog, fully illustrated, which shows how steel strapping aids industry in packing, shipping, and handling various types of materials. Includes specifications.

220 Sixteen-page booklet which shows how unitizing—the process of group-

New Items This Month

It is the policy of the editors to retain each *Come 'n' Get It* item for a period of three months.

The items added this month are numbers 238 to 247 inclusive.

ing individual packages or products into a single unit—saves handling costs for shippers. Accent is on the application of steel strapping.

221 Of particular interest to airlines is this four-page illustrated case history report of how an airline improved the handling of baggage for an increased volume of traffic.

222 Here's an extremely interesting eight-page brochure which tells *The Air Express Story*. It's an historical piece as well as a description of Air Express's services for shippers in every part of the United States, Alaska, Hawaii, Cuba, and certain Canadian points.

223 International air shippers will be interested in this cargo time table from New York to Switzerland only. Produced by Swissair, it involves the following points: New York, Gander, Shannon, Manchester, Frankfurt, Basle, Geneva and Zurich.

224 The latest issue of *Handling Materials Illustrated*, which features a number of interesting articles on the use of fork lift trucks. Top feature is a story on the safe handling of extremely lethal radioactive waste.

225 *How to Seal Corrugated Shipping Boxes*, a 24-page booklet which outlines procedures recommended to cut losses, reduce waste, and speed up and simplify sealing methods. Both hand and automatic sealing procedures are discussed including the application of adhesives, gummed and pressure-sensitive tape, stitches, staples, and steel bands. Excellent for shippers.

226 *You Are a Camera*, an attractive brochure, profusely illustrated, which dramatizes Pan American World Airways' international cargo services. Highlights the air shipment of a large variety of light and heavy freight.

227 Here's an excellent wall map of the 272 landing facilities in the State. Includes municipal, private and commercial, military airports, seaplane bases, and heliports. Also gives important data on each of the airports.

228 *Guide to Postmark Advertising*, an illustrated booklet which demonstrates how sales can be increased and understanding built through the "free" medium of postmark advertising. A valuable handbook for business executives.

229 Interested in chartering a helicopter? Ask for this brochure which details the new charter services of the successful helicopter airline, New York Airways. Services include the movement of emergency cargo shipments, executive transportation, etc.

230 Four-page illustrated brochure highlighting the 3,000-, 4,000-, and 5,000-pound Hyster lift trucks on pneumatic tires.

231 The importance and procedure of pre-testing corrugated boxes is discussed in the revised edition of *How to Test Corrugated Boxes*. Describes and illustrates various tests which assure ample product protection in corrugated packaging. Includes a quality check chart as well as information on existing carrier regulations as they apply to the shipment of corrugated-packaged products.

232 Descriptive brochure on Raymond Corp.'s new Walkie truck which features several innovations.

233 Domestic Tariff, CAB Nos. 3 and 8, of Airborne Freight Corp.

234 International Tariff, CAB Nos. 9, 10 and 11, of Airborne Freight Corp.

235 Memo Tariff—Domestic and International, of Airborne Freight Corp.

236 *Handle with Love*, an interesting brochure which outlines how Seaboard & Western Airlines handles transatlantic shipments of live animals.

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■	■	■	■	■	203	204	205	206	207	208
209	210	211	212	213	214	215	216	217	218	219
220	221	222	223	224	225	226	227	228	229	230
231	232	233	234	235	236	237	238	239	240	241
242	243	244	245	246	247	■	■	■	■	■

Place a circle around
each of your selections.

237 What *VIC Means to You*, another Seaboard & Western brochure, this one describing its regularly scheduled all-cargo service from the United States to Europe and beyond.

238 Information on a new hydraulic powered heavy-duty flat steel strapping combination sealer and stretcher with built-in waste cut-off shear. Used for tying bulky and heavy items.

239 *How to Stack and Load Controlled Shipping Boxes*, containing nine basic rules for efficient stacking and loading. Detailed illustrations describe effective methods.

240 TWA's condensed Memorandum Tariff, containing general and typical specific commodity rates from New York-Newark to Europe, Asia, and Africa.

241 Newly revised chart designed by Air Express International, showing 30,000 rate comparisons for 116 different world destinations. Includes pickup, cartage, documentation charges.

242 Fully detailed Cargo Memo Tariff No. 2 of Swissair. Features all information required by shippers, including general and specific commodity rates, interline, routing chart, documentation, etc.

243 *Just How Modern Is Your Business?*—an unusually interesting 14-page booklet describing the modern method of getting out your company's mail.

244 Townmotor's newest brochure which describes power steering of fork lift trucks.

245 New brochure commemorating Elwell-Parker's fiftieth year of industrial truck production.

246 Catalog outlining a line of dispensing machines for gummed kraft, reinforced, cellophane, and pressure-sensitive tapes.

247 Pan American World Airways' expanded Currency Converter, featuring easy-to-read tables translating the currencies of 21 countries.

NEW EQUIPMENT FOR THE *Shipper & Carrier*

Armour & Co.: Exporters, importers, traffic managers, shipping executives, etc., may now package delicate instruments in Hairflex to assure the maximum instrument protection, the company reports. Hairflex, a rubberized curled hair, is made by the Curled Hair Division of Armour. Hairflex packs are designed in either die-cut and laminated or custom-made molded forms. Rubberized curled hair is produced by permanently bonding curled animal hairs with

latex rubber, then vulcanized and cut into sheets. This material absorbs dynamic shock, offers protection under all conditions and provides excellent cushioned packaging, although lightweight. It does not add bulk or weight to the package. Endless shock and vibration cannot deteriorate the material. Armour claims, and it is strong, flexible, and highly resilient. It is reportedly excellent for products with moving parts, bearings, balances and precision components which must be protected from damaging dust. Hairflex material will protect an instrument under all conditions of temperature and humidity. It is said, unlike many other packaging materials, it will not pack, disintegrate, or turn to pulp when moisture is present.

Raymond Corp.: Raymond has entered the powered walkie field with a new piece of equipment. Several innovations in walkie truck design have been worked out by company engineers. The new truck is powered by four conventional automotive type batteries, connected in series to provide 24 volt operation for ramps and high speed travel on long hauls. Another exclusive feature claimed by the manufacturer is an especially designed safety button located at the end of the handle which immediately puts the truck into reverse when it touches the operator's body. This safety feature eliminates a common hazard in walkie trucks. Other specifications of the new truck include a new wheel arrangement which puts more of the load weight on the front drive wheel, a 200° steering arc for better maneuverability, and convenient accessibility of drive and lift mechanisms for easy maintenance. (See Items No. 232, Come 'n' Get It.)

Allegheny Steel Band Co.: An electric power dispenser for cutting steel strapping to specified lengths is the latest

addition to the company's line of steel strapping, tools and accessories. Known as Model E-5600, this new accessory dispenses strapping at the reported rate of 250 feet per minute. It is said to be able to handle any size of heavy duty strapping from 3/4" x .028 to 2" x .050. It can be mounted on casters or installed permanently. The electric motor which powers the dispenser is equipped with magnetic brake. A hand shear with hardened and ground blades is an optional attachment.

Elwell-Parker Electric Co.: A new Safe-Hite series of fork trucks, with capacities of 2,000, 3,000 and 4,000 pounds has been introduced by Elwell-Parker. These new electric-powered trucks are specifically designed for use where low headroom is a problem. Principal feature is the reduction in the height of the battery compartment, so that the operator, whose seat is on this compartment, sits 18" lower than on conventional models. However, there has been no sacrifice of operator visibility, the manufacturers state, nor has the reduction in battery compartment size altered normal truck operating efficiency. In addition, due to a unique caster trail axle design, a high degree of truck maneuverability is possible without sacrifice of physical strength. Another important feature of the truck's design is the arrangement of operating controls for maximum operator comfort. All models are equipped with an hydraulic lift.

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BOOKS

(Continued from Page 25)

Co.; 435 pages; \$14.00) serves as a treatise for practical engineers in the field of aircraft structures and as a reference text for senior elective and graduate courses in the subject. Correlates considerable research work in the field. . . . In *The Men Behind the Space Rockets* (David McKay Co., Inc.; 185 pages; \$3.95), Heinz Gartmann, the well-known German expert on rocket research, describes the lives and work of his fellow scientists in this fabulous field. He tops it off with a chapter in future prospects. . . . And then there is Willy Ley and Werner von Braun's *The Exploration of Mars* (Viking Press; 176 pages; \$4.95) in which the authors outline a master blueprint for the first exploration of the planet. Includes maps and diagrams as well as reproductions of paintings of Chesley Bonestell.

Geoffrey Willans has come through with one of the better humorous approaches to air transportation we have seen. We suggest you pick up a copy of *Fasten Your Lapstraps* (Vanguard Press; 112 pages; \$2.50). A chuckle a page. . . . Auguste Piccard, intrepid pioneer in the unknown, tells his story in *Earth, Sky and Sea* (Oxford University Press; 192 pages; \$4.00). Primarily the story of the invention of his stratospheric balloon and the application of its principles to his bathysphere, the world-famous scientist's book is also a personal one not lacking for drama and excitement. . . . The stories of a half-dozen famous World War II battles, as told by six German generals, form a horribly fascinating book edited by Seymour Freidin and William Richardson—*The Fatal Decisions* (William Sloane Associates, Inc.; 302 pages; \$4.00). Adding up to the absolute military defeat of Nazi Germany, the chapters provide a valuable insight into the politics and military history during a period which rocked the world.

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[REG. U. S. PAT. OFF.]

General Commodity Rates Of Scheduled Domestic Airlines

Air cargo rates in this section represent 39 key shipping points located in every part of the United States, served by the scheduled domestic airlines.

The rates printed herein reflect the various general commodity air freight tariffs. The reader's attention is drawn to the rate variations which occur in certain instances between the same two points. This section has been designed to show the rate spread between such points, without indicating the actual services. (See Notes.) The lower rate generally indicates direct service between both points; the higher rate, in many cases (when the rate spread is big), indirect service.

It is stressed that the scheduled airlines offer Specific Commodity Rates which are substantially lower than the General Commodity Rates shown herein. For a free copy of any one or several Air Freight Memorandum Tariffs of the airlines, including the lower Specific Commodity Rates, we suggest that you take advantage of the coupon appearing in this section. Air Transportation's Special Service Department will arrange for delivery of the Air Freight Memorandum Tariffs.

These rates are designed to form a basis on which shippers may analyze their shipping costs. Important: These rates were current at presstime. All rates are subject to change.

NOTES

Column (1) contains airport-to-airport rates per pound, figured in \$, for shipments up to and including 99 pounds.

Column (2) which is figured in \$, contains airport-to-airport rates for shipments 100 pounds and over.

Where one rate is shown, this indicates a single rate is adhered to by all the carriers serving the two connecting cities.

When rates are shown in multiple, this indicates the span from the lowest to the highest rate charged for air freight shipments between the two connecting cities by different airlines. Example: \$21.35-7 means a spread of from \$21.35 to \$21.37. Also, 3.90/4.78 means a spread of from \$3.90 to \$4.78.

For lower rates covering shipments of a minimum of 16,000 pounds, apply to airline.

Before determining your rate, be sure to consult the table of Minimum Charges.

MINIMUM CHARGES PER SHIPMENT		
Airline	Charge	Weight
Allegheny.....	\$4.00	
American.....	4.00*	or 50 lbs.*
Bonanza.....	3.00	
Brantiff.....	4.00*	or 50 lbs.*
Capital.....	4.00*	or 25 lbs.*
Central.....	3.00	
Colonial.....	4.00	
Continental.....	4.00	
Delta.....	4.00*	or 50 lbs.*
Eastern.....	4.00	
Flying Tiger.....	4.00	
Frontier.....	3.00	
Mohawk.....	3.00	
National.....	4.00	
New York.....	4.00	
Northeast.....	4.00*	or 50 lbs.*
Northwest.....	4.00*	or 50 lbs.*
Piedmont.....	4.00	
Riddle.....	1.00	
Slick.....	2.00	
Southwest.....	2.00	
Trans-Texas.....	4.00*	or 25 lbs.*
Trans-World.....	4.00*	or 50 lbs.*
United.....	4.00*	or 50 lbs.*
West Coast.....	3.00	
Western.....	4.00*	or 50 lbs.*

* The minimum charge is determined by whichever rate is higher.

PICKUP OR DELIVERY CHARGES						
Airport		Volume Shipments Per CWT				
Area	Per CWT	Minimum Charge	2500 lbs.	5000 lbs.	10,000 lbs.	15,000 lbs.
Atlanta.....	A	\$.50	\$1.25	\$3.37	\$3.32	\$2.27
	B	.50	1.85	.37	.32	.27
Baltimore.....	A	.55	1.30	.54	.53	.32
	B	.80	2.10	.74	.68	.62
Boston.....	A-B-C	.55	1.25	.46	.43	.39
	D	.85	1.80	.76	.73	.69
Buffalo.....	A	.40	1.35	.39	.33	.27
	B	.55	1.35	.39	.33	.27
	C	.75	1.35	.64	.58	.54
Charleston, S. C.....		.55	1.10	.55	.55	.55
Chicago.....	A-B-C	.60	1.65	.50	.45	.35
	D	.85	1.20-35	.47	.38	.23
Cincinnati.....	A-B	.70	1.75	.47	.41	.37
Cleveland.....	C	.75	3.00	.70	.65	.60
Dallas.....	A-B	.40	1.10	.29	.23	.20
Dayton.....	A	.45	1.15	.42	.37	.32
	B	.55	1.55	.42	.37	.32
	C	.55	1.30	.45	.35	.30
Denver.....	B	.75	3.50	.65	.60	.55

PICKUP OR DELIVERY CHARGES						
Airport		Volume Shipments Per CWT				
Area	Per CWT	Minimum Charge	2500 lbs.	5000 lbs.	10,000 lbs.	15,000 lbs.
Detroit.....	A-E	.60	1.45	.51	.43	.37
	B-D	.85	1.85	.74	.68	.57
	C	1.00	2.50	.80	.78	.67
Fort Wayne.....		.55	1.10	.45	.40	.35
Fort Worth.....		.55	1.25	.45	.40	.35
Hartford.....	A-D	.55	1.10	.42	.37	.32
	B	.65	1.45	.54	.48	.47
	C	.75	1.60	.69	.63	.57
Houston.....		.85	1.25	.39	.33	.27
Indianapolis.....		.40	1.25	.39	.33	.27
Kansas City, Mo.....		.60	1.20	.49	.44	.38
Los Angeles.....	A-B-C	.65	1.40	.49	.43	.37
Louisville.....	A	.60	1.40	.54	.48	.42
	B	.60	2.50	.54	.48	.42
Memphis.....		.45	1.10	.39	.33	.27
Miami.....	A-B-C	.65	1.25	.59	.53	.47
	D	.90	2.50	.89	.88	.87
	E	.90	5.60	.89	.88	.87
Milwaukee.....	A	.50	1.50	.40	.35	.30
	B	.85	2.00	.60	.50	.40
Minneapolis.....		.50	1.15	.45	.40	.35
Mobile.....		.55	1.25	.51	.45	.38
New Orleans.....	A	.50	1.10	.34	.28	.22
	B	.50	1.50	.34	.28	.22
New York.....	A**	.78	1.65	.71	.57	.45
	B+C*					
	D	1.05	1.75	.79	.63	.52
	E	1.70	2.60	1.29	.93	.77
	F**	.83	1.75	.84	.83	.82
	G**	1.05	2.10	1.04	1.03	1.02
Newark.....	A**	.70	1.60	.59	.53	.47
	B+C*					
Oklahoma City.....	A	.60	1.20	.59	.48	.42
	B	.60	4.00	.59	.48	.42
Philadelphia.....	A	.60	1.55	.49	.38	.32
	B	.65	1.35	.39	.34	.30
Pittsburgh.....	A*	.50	1.35	.49	.48	.47
	B*	.55	1.60	.54	.53	.52
	C*	.70	1.75	.69	.68	.67
	D*	.75	2.25	.74	.73	.72
Portland, Me.....		.50-65	1.00-25	.50-65	.50-65	.50-65
Portland, Ore.....	A-B	.55	1.25	.45	.35	.30
Providence.....	A-C	.45	1.25	.37	.33	.30
	B-D-F	.85	1.50	.79	.73	.67
	E-G	.85	1.70	.79	.73	.67

*-Personal effects assessed at \$1 per shipment.
 **-Rates not applicable to flowers and plants.
 †-Pickup from or delivery to steamship docks assessed at \$2.50 per shipment minimum.
 ‡-When pickup from or delivery to steamship docks exceeds 20 minutes, such service is assessed at a minimum of \$5 per shipment.
 §-Additional charge of \$5.50 assessed for pickup from or delivery to steamship docks or U. S. Appraiser's Stores.
 ¶-Does not apply to shipments of flowers over the services of American, Braniff, Delta, TWA, or United. Rate for pickup and delivery of flowers is 75¢ per bundle; no minimum charge.
 ⌘-Deliveries to docks and U. S. Government warehouses on waterfront assessed at a minimum of \$5 per shipment. Does not apply to Slick or Flying Tiger.
 ⌘-Rates not applicable to cut flowers. Rate for this commodity is 65¢ per box.

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Please send the Air Freight Memorandum Tariff(s) indicated below to the following:

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 TITLE.....
 FIRM.....
 ADDRESS.....
 CITY..... ZONE..... STATE.....

Allegheny	Colonial	Frontier	Northwest	Trans-Texas
American	Continental	Mohawk	Piedmont	Trans World
Bonanza	Delta	National	Riddle	United
Braniff	Eastern	New York	Slick	West Coast
Capital	Flying Tiger	Northeast	Southwest	Western

DOMESTIC AIR CARGO RATES—Continued

PICKUP OR DELIVERY CHARGES

Volume Shwmts
Per CWT

Airport	Area	Per CWT	Minimum Charge	2500 lbs.				5000 lbs.				10,000 lbs.				15,000 lbs.			
				2500 lbs.	5000 lbs.	10,000 lbs.	15,000 lbs.	2500 lbs.	5000 lbs.	10,000 lbs.	15,000 lbs.	2500 lbs.	5000 lbs.	10,000 lbs.	15,000 lbs.	2500 lbs.	5000 lbs.	10,000 lbs.	15,000 lbs.
Richmond, Va.	A	.45	1.25	.39	.33	.27	.23	.39	.33	.27	.23	.39	.33	.27	.23	.39	.33	.27	.23
St. Louis, Mo.	B	.45	2.40	.39	.33	.27	.23	.39	.33	.27	.23	.39	.33	.27	.23	.39	.33	.27	.23
San Antonio, Tex.	C	.40	1.00	.29	.25	.20	.15	.29	.25	.20	.15	.29	.25	.20	.15	.29	.25	.20	.15
San Francisco, Calif.	A	.65	1.45	.49	.38	.27	.21	.49	.38	.27	.21	.49	.38	.27	.21	.49	.38	.27	.21
Oakland, Calif.	B	.65	1.25	.64	.63	.62	.61	.64	.63	.62	.61	.64	.63	.62	.61	.64	.63	.62	.61
Seattle, Wash.	C	1.00	2.00	.99	.98	.97	.96	.99	.98	.97	.96	.99	.98	.97	.96	.99	.98	.97	.96
Toledo, Ohio		.45	1.35	.39	.33	.27	.21	.39	.33	.27	.21	.39	.33	.27	.21	.39	.33	.27	.21

GENERAL COMMODITY RATES

From → Destination	Atlanta, Ga.		Baltimore, Md.		Boston, Mass.	
	(1)	(2)	(1)	(2)	(1)	(2)
Atlanta, Ga.	.09	7.20	.09	7.20	.14	10.90
Baltimore, Md.	.14	10.90	.06-8	5.00-27	.06	5.00
Boston, Mass.	.11	8.30	.07	4.78	.08	4.95/5.27
Buffalo, N.Y.	.05	3.90	.08	6.10	.13	9.80
Chicago, Ill.	.09	7.20	.10	7.57-8	.12-3	10.34-80
Cincinnati, Ohio	.06	5.00	.08	5.84	.11	9.24
Cleveland, Ohio	.09	6.70	.08-10	5.70/8.15	.09	7.00/8.00
Dallas, Tex.	.11	8.80	.08	5.84	.11	8.73
Dayton, Ohio			.19	17.51	.23-5	20.79/21.90
Denver, Colo.	.10	7.20	.08-10	5.41/7.58	.10	8.15-20
Detroit, Mich.			.09	6.48	.11-3	9.24/10.10
Fort Wayne, Ind.	.11	8.80	.16	14.20-74	.20	18.60
Hartford, Conn.	.13	9.80	.05-7	3.90/4.78	.04-7	2.30/4.78
Houston, Tex.	.11	8.80	.16	14.60-74	.20	17.70/19.13
Indianapolis, Ind.	.07	5.60	.09	6.42	.12	10.34-5
Kansas City, Mo.	.13	9.80	.16	11.43	.17	14.73/15.31
Los Angeles, Cal.	.06	4.50	.08-9	6.10-42	.12	9.80/10.35
Louisville, Ky.	.06-7	4.50/5.50	.12	9.82	.15	13.00-63
Memphis, Tenn.	.09	7.80	.14	11.40	.18	14.60
Miami, Fla.			.10	8.15	.13	10.80-92
Milwaukee, Wis.	.06	4.50	.12	9.50	.17	14.00
Minneapolis/St. Paul, Minn.	.07	5.60	.13	10.40	.19	15.60
Mobile, Ala.	.11	8.80	.04-7	3.00/4.78	.04-8	2.90/4.05
New Orleans, La.			.16	14.21	.19	17.51
New York, N.Y.	.10	8.30	.04-7	3.00/4.78	.05-7	3.90/4.78
Newark, N.J.	.09	6.70	.09	7.00	.09	6.42
Oakland, Calif.			.05-7	4.00-8	.08	8.20
Philadelphia, Pa.	.13	10.40	.06-7	4.50-78	.04-7	2.30/4.78
Pittsburgh, Pa.	.08	6.10	.04-7	3.00/4.78	.09	6.42
Portland, Me.	.08-10	6.10/8.00	.11	8.80/9.24	.14	11.90/12.54
Portland, Ore.	.13	10.40	.18	16.93	.23	19.80/20.79
Providence, R.I.			.29/30	28.30	.33	31.19-20
San Antonio, Tex.	.10	7.20	.08	5.41	.10	8.15-70
San Francisco, Calif.						
Oakland, Calif.						
Seattle, Wash.						
Toledo, Ohio						

From → Destination	Buffalo, N.Y.		Charleston, S.C.		Chicago, Ill.	
	(1)	(2)	(1)	(2)	(1)	(2)
Atlanta, Ga.	.11	8.30	.05	3.90	.09	7.20
Baltimore, Md.	.07	4.78	.08	6.10	.10	7.57-8
Boston, Mass.	.08	4.95/5.27	.13	9.90	.12-3	10.34-80
Buffalo, N.Y.					.09	6.42
Chicago, Ill.	.09	6.42	.11	8.80		8.80
Cincinnati, Ohio	.08	5.27	.08	6.70	.05-7	3.40/4.78
Cleveland, Ohio	.07	4.78	.09	7.80	.07-9	4.65/7.00
Dallas, Tex.	.16	14.74	.15	11.90	.12	10.35
Dayton, Ohio	.08	5.27			.07	3.72/4.78
Denver, Colo.			.13-5	11.44/12.10		
Detroit, Mich.	.07	4.78	.10	8.30	.06-7	4.00-78
Fort Wayne, Ind.					.07	3.15
Hartford, Conn.	.16	14.74	.15	11.90	.12	10.35
Houston, Tex.	.17	15.83	.14	11.40	.16	13.20/14.21
Indianapolis, Ind.	.09	7.00	.09	7.20	.04-7	2.90/4.78
Kansas City, Mo.			.16	12.40	.08	5.95
Los Angeles, Cal.	.27	25.41			.21	20.20-2
Louisville, Ky.	.09	6.42	.08	6.10	.05-7	3.90/4.78
Memphis, Tenn.	.12	9.82	.10	8.50	.08-10	6.10/8.15
Miami, Fla.			.08	6.10	.17	13.50

From → Destination	Buffalo, N.Y.		Charleston, S.C.		Chicago, Ill.	
	(1)	(2)	(1)	(2)	(1)	(2)
Milwaukee, Wis.	.09	6.42			.06-7	3.00/4.78
Minneapolis/St. Paul, Minn.			.08	6.10	.06-8	4.00/6.00
Mobile, Ala.					.11	9.40
New Orleans, La.			.09	7.80	.13	9.50/10.30
New York, N.Y.	.07	4.78	.09	7.80	.11	9.24-30
Newark, N.J.						
Oakland, Calif.	.15	13.63			.11	8.73
Philadelphia, Pa.	.07	4.78	.09	7.20	.11	8.73-90
Pittsburgh, Pa.	.11	8.73	.08	6.70	.08	5.65-84
Portland, Me.					.15	12.60
Providence, R.I.	.08	5.27	.11	9.40	.12-3	20.00-22
Richmond, Va.	.10	8.15	.08	5.00	.12-3	10.34-80
St. Louis, Mo.	.11	8.73	.10-3	8.40/11.00	.07	7.50/8.15
San Antonio, Tex.	.18	16.93				4.78
San Francisco, Calif.	.29	27.15			.23-4	21.95
Oakland, Calif.					.21-5	20.00-20
Seattle, Wash.					.06-7	4.25-78
Toledo, Ohio	.07	4.78	.09	7.80		

From → Destination	Cincinnati, Ohio		Cleveland, Ohio		Dallas, Tex.	
	(1)	(2)	(1)	(2)	(1)	(2)
Atlanta, Ga.	.06	5.00	.09	6.70	.11	8.80
Baltimore, Md.	.08	9.84	.08-10	5.70/8.15	.16	14.20-1
Boston, Mass.	.11	9.24	.09	7.00/8.00	.20	18.60
Buffalo, N.Y.	.08	5.27	.07	4.78	.16	14.74
Chicago, Ill.	.08	6.70	.09	7.80	.15	11.90
Cincinnati, Ohio	.05-7	3.40/4.78	.07-9	4.65/7.00	.12	10.35
Cleveland, Ohio			.07	4.78	.12	10.35
Dallas, Tex.	.07	3.72/4.78			.14	12.54
Dayton, Ohio	.12-3	9.90/10.35	.14	12.54		
Denver, Colo.	.07	2.57/4.78	.07	3.72/4.78	.13	10.92
Detroit, Mich.	.07-9	3.72/7.00	.06-8	2.57/5.54	.14	12.54
Fort Wayne, Ind.	.07	2.57	.07	3.72/4.78	.14	12.54
Hartford, Conn.	.12-3	9.90/10.35	.14	12.54	.04-7	2.13/4.78
Houston, Tex.	.13	10.90-2	.13	10.00-63	.04-6	3.55/4.20
Indianapolis, Ind.	.07	2.57/4.78	.07-8	4.30/5.27	.14-6	11.30/12.02
Kansas City, Mo.	.09	6.99	.11-4	9.24-5	.08-10	6.04-70
Los Angeles, Cal.	.24	21.95	.26	24.25-6	.16	14.74
Louisville, Ky.	.07	2.57/4.78	.07	4.78	.11	9.24
Memphis, Tenn.	.08	5.84	.10	8.15	.07-8	5.84/6.05
Miami, Fla.	.14	11.40	.16	12.50	.17	13.50
Milwaukee, Wis.	.07	7.47	.09-10	4.05/8.15	.13	10.92
Minneapolis/St. Paul, Minn.			.10	7.00	.14	11.60
Mobile, Ala.						
New Orleans, La.	.11	8.80			.07	5.60
New York, N.Y.	.10	7.57-8	.08-9	5.84/6.00	.18	16.70-93
Newark, N.J.	.12	9.82	.13	11.44	.06-7	3.10/4.78
Oakland, Calif.	.09	6.42	.07-9	5.27/7.00	.17	15.80-3
Philadelphia, Pa.	.07	4.30-78	.05-9	3.00/7.00	.15-6	13.12/14.21
Pittsburgh, Pa.	.12	11.00	.10	8.00	.29	24.00
Portland, Me.			.25/30	23.00-68		
Providence, R.I.	.11	9.24	.09	7.00	.19	18.02-5
Richmond, Va.	.08-9	6.05/7.00	.12	9.82	.15	13.63
St. Louis, Mo.	.07-9	4.86/6.42	.09	6.42	.08-10	6.54/7.58
San Antonio, Tex.	.14	12.54	.16	14.00-74	.05-7	4.50-78
San Francisco, Calif.	.26	23.68	.26-7	25.40-1	.19	17.51
Oakland, Calif.			.26/30	23.00-68		
Seattle, Wash.	.07	3.15	.07	4.78	.14	12.54
Toledo, Ohio						

From → Destination	Dayton, Ohio		Denver, Colo.		Detroit, Mich.	
	(1)	(2)	(1)	(2)	(1)	(2)
Atlanta, Ga.					.10	7.20
Baltimore, Md.						
Boston, Mass.	.08	5.84	.19	17.51	.08-10	5.41/7.58
Buffalo, N.Y.	.11	8.73	.23-5	20.79/21.90	.10	8.15-20
Charleston, S.C.					.07	4.78
Chicago, Ill.	.09	6.42	.13-5	11.44/12.10	.10	8.30
Cincinnati, Ohio	.07	2.57/4.78			.07-9	3.72/7.00
Cleveland, Ohio					.06-8	5.27/5.84
Dallas, Tex.	.13	10.92	.10	8.60	.14	12.54
Dayton, Ohio			.16	13.63	.07-10	3.72/7.58
Denver, Colo.	.16	13.63				
Detroit, Mich.	.07-10	3.72/7.58	.16-8	14.21-90	.14	12.54
Fort Wayne, Ind.	.07	2.57	.15-6	13.12-60	.04	2.60

From → Destination	Dayton, Ohio		Denver, Colo.		Detroit, Mich.	
	(1)	(2)	(1)	(2)	(1)	(2)
Fort Worth, Tex.	.13	10.92	.10	8.60	.14	12.54
Hartford, Conn.	.10	8.15	.21-4	19.70/20.90	.09	7.00-40
Houston, Tex.	.13	11.40-4	.14	11.60	.17-9	14.30/18.02
Indianapolis, Ind.	.07	2.57/4.78			.05-9	3.72/6.42
Kansas City, Mo.	.10	7.57			.10	8.15
Los Angeles, Cal.	.24-5	22.52-3	.13-7	10.92/14.21	.25	23.10
Louisville, Ky.	.07	2.57/4.78			.08-11	5.41/9.24
Memphis, Tenn.	.08	5.84	.14	11.60	.09-14	7.50/12.02
Miami, Fla.					.17	13.50
Milwaukee, Wis.	.08	5.84	.13-5	11.44/12.10	.09-7	3.00/4.78
Minneapolis/ St. Paul, Minn.			.12-4	9.60-82	.09	6.00
Mobile, Ala.					.13	10.40
New Orleans, La.			.17	14.00	.14	10.90
New York, N. Y./ Newark, N. J.		6.99/7.00	.20-3	19.13/20.20	.08-9	6.00-50
Oklahoma City, Okla.	.12	9.82	.09	7.40	.13	11.42-4
Philadelphia, Pa.	.09	6.42	.20-3	18.60/19.70	.08	5.95/7.00
Pittsburgh, Pa.	.07-8	3.72/4.80	.17	15.83	.06-12	3.72/10.35
Portland, Me.	.14	11.00	.29	22.80	.13	9.40
Portland, Ore.			.14-6	12.02/13.30	.25/30	22.50/23.00
Providence, R. I.	.11	8.73-5	.23-5	20.79/21.90	.10	7.58/8.30
Richmond, Va.	.10	8.15			.09-12	6.10/10.35
St. Louis, Mo.	.07-11	4.86/8.73			.09	6.42
San Antonio, Tex.	.15	13.12	.13	11.00	.16-7	14.74/15.40
San Francisco/ Oakland, Cal.	.26	23.68	.13-6	11.44/12.60	.26	24.25-6
Seattle, Wash.			.14-6	12.54/13.30	.25/30	22.50/23.00
Toledo, Ohio	.07	2.57	.16-8	14.21-60	.04-7	2.30-57



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From →	Fort Wayne, Ind.	Fort Worth, Texas	Hartford, Conn.
Destination	(1)	(2)	(1)
Richmond, Va.	..	.15	13.63
St. Louis, Mo.	..	.08/10	6.64/7.58
San Antonio, Tex.	.21	14.90	.05-7 430-78 .21
S. Francisco/Oakland, Cal.	.25-9	23.10/24.30	.19 17.51
Seattle, Wash.	.24/30	21.95/24.00	..
Toledo, Ohio	.047	12.60/4-78	.14 12.54

From →	Houston, Tex.	Indianapolis, Ind.	Kansas City, Mo.
Destination	(1)	(2)	(1)
Atlanta, Ga.	.11	8.80	.07 5.60
Baltimore, Md.	.16	14.60-74	.09 6.42
Boston, Mass.	.20	17.70/19.13	.12 10.34-5
Buffalo, N.Y.	.17	15.83	.09 7.00
Charleston, S.C.	.14	11.40	.09 7.20
Chicago, Ill.	.16	13.20/14.21	.04-7 2.90/4.78
Cincinnati, Ohio	.13	10.90-2	.07 2.57/4.78
Cleveland, Ohio	.15	13.00-63	.07-8 4.30/5.27
Dayton, Ohio	.04-6	3.55/4.20	.14-6 11.30/12.02
Denver, Colo.	.14	11.40-4	.07 2.57/4.78
Detroit, Mich.	.17-9	14.30/18.02	.05-9 3.72/6.42
Fort Wayne, Ind.	.16/21	12.60/14.90	.04 2.60
Fort Worth, Tex.	.04-6	3.55/4.20	.14-6 11.30/12.02
Hartford, Conn.	.19	17.20/18.02	.11 9.24
Houston, Tex.	..	.13	10.40
Indianapolis, Ind.	.13	10.40	..
Kansas City, Mo.	.10-2	8.50/9.80	.09 6.99/7.70
Los Angeles, Calif.	.21	17.25	.22-4 21.35-7
Louisville, Ky.	.11-2	9.40/10.35	.04-7 2.30/4.78
Memphis, Tenn.	.08-9	6.70/7.20	.06-10 5.00/8.15
Miami, Fla.	.14	11.40	.15 11.90
Milwaukee, Wis.	.17	15.83	.07 4.78
Minneapolis/St. Paul, Minn.	.17	14.00	.08 6.80
Mobile, Ala.	.07	5.60	.09 7.80
New Orleans, La.	.06	4.50	.11 8.80
New York, N.Y./Newark, N.J.	.18	16.10-93	.11 8.73
Oklahoma City, Okla.	.07	6.20	.11-3 8.73/11.44
Philadelphia, Pa.	.17	15.60-83	.10 7.57-90
Pittsburgh, Pa.	.15	13.00-63	.08 5.27
Portland, Me.	.29	27.40	.17 12.40
Portland, Ore.	..	..	..
Providence, R.I.	.20	17.70/18.60	.12 9.82
Richmond, Va.	.16	13.50/14.21	.08/10 6.70/8.15
St. Louis, Mo.	.11-2	8.80/9.85	.05-9 3.40/6.42
San Antonio, Tex.	.04-6	2.60/3.10	.14/21 11.40/14.90
San Francisco/Oakland, Cal.	.24	20.02	.21-5 18.02/22.53
Seattle, Wash.	..	..	..
Toledo, Ohio	.16	13.20	.04-7 3.15

From →	Los Angeles, Cal.	Louisville, Ky.	Memphis, Tenn.
Destination	(1)	(2)	(1)
Atlanta, Ga.	..	.06	4.50
Baltimore, Md.	..	.08-9	6.10-42
Boston, Mass.	.28	26.57	.12 9.80/10.35
Buffalo, N.Y.	.27	25.41	.09 6.42
Charleston, S.C.	..	.08	6.10
Chicago, Ill.	.21	20.20-2	.05-7 3.90/4.78
Cincinnati, Ohio	.241	2.95	.07 2.57/4.78
Cleveland, Ohio	.26	24.25-6	.07 4.78
Dallas, Tex.	.16	14.74	.11 9.24

From →	Los Angeles, Cal.	Louisville, Ky.	Memphis, Tenn.
Destination	(1)	(2)	(1)
Dayton, Ohio	.24-5 22.52-3	.07 2.57-4.78	.08 5.84
Denver, Colo.	.13-7 10.92-14.21	..	.14 11.60
Detroit, Mich.	.25 23.10	.08/11 5.41/9.24	.09/14 7.50/12.02
Fort Wayne, Ind.	..	.24-7 21.90-5	.07 3.72
Fort Worth, Tex.	.16 14.74	.11 9.24	.08 5.84
Hartford, Conn.	.31-3 28.80/29.46	.11 8.80/9.24	.14 11.90/12.54
Houston, Tex.	.21 17.25	.11-2 9.40/10.35	.08-9 6.70/7.20
Indianapolis, Ind.	.22-4 21.35-7	.04-7 2.30/4.78	.06/10 5.00/8.15
Kansas City, Mo.	.20 16.40	.09 6.48	..
Los Angeles, Cal.	..	.23 21.37	..
Louisville, Ky.	.23 21.37	..	..
Memphis, Tenn.	.20 19.13	.06-7 4.50-78	.10 8.15
Miami, Fla.	..	.14 10.90	.13/15 10.40/12.20
Milwaukee, Wis.	.21 20.20-2	.08 5.27	.11 9.24
Minneapolis/St. Paul, Minn.	.22 20.74	..	.12 10.40
Mobile, Ala.	..	.08 6.70	.06 5.00
New Orleans, La.	..	.09 7.80	.06/14 5.00/11.40
New York, N.Y./Newark, N.J.	.30-1 28.85-8	.10-1 8.30-73	.14 11.40/12.02
Oklahoma City, Okla.	.16 14.74	.11 8.73	.07/11 6.20/8.73
Philadelphia, Pa.	.30 27.70-2	.09/10 7.20-58	.13 10.40-92
Pittsburgh, Pa.	.26 24.84	.07-8 4.88/5.27	.09/11 7.80/8.73
Portland, Me.	.36-8 30.20	..	..
Portland, Ore.	.12 10.35	..	..
Providence, R.I.	.32 30.00-3	.11-2 9.40-82	.15 12.50/13.12
Richmond, Va.	.28 26.57	.08/10 5.10/8.15	.11 8.80/9.24
St. Louis, Mo.	.20 18.60	.05/11 3.40/8.73	.05/14 3.90/12.54
San Antonio, Tex.	.16 14.74	.13-4 10.90/11.44	.08/11 7.25/9.40
San Francisco/Oakland, Cal.	.05-7 4.05-86	.25 23.10	.23 20.79
Seattle, Wash.	.14 12.02	..	..
Toledo, Ohio	.25-7 23.10/25.41	.07 4.30	.09 7.80

From →	Miami, Fla.	Milwaukee, Wis.	Minneapolis-St. Paul, Minn.
Destination	(1)	(2)	(1)
Atlanta, Ga.	.09 7.80	..	..
Baltimore, Md.	.14 11.40	.10 8.15	..
Boston, Mass.	.18 14.60	.13 10.80-92	.18 14.40
Buffalo, N.Y.	..	.09 6.42	..
Charleston, S.C.	.08 6.10	..	..
Chicago, Ill.	.17 13.50	.06-7 3.00/4.78	.06-8 4.00/6.00
Cincinnati, Ohio	.14 11.40	.07 7.48	..
Cleveland, Ohio	.16 12.50	.06/10 4.05/8.15	.10 7.00
Dallas, Tex.	.17 13.50	.13 10.92	.14 11.60
Dayton, Ohio	..	.08 5.84	..
Denver, Colo.	..	.13-5 11.44/12.10	.12-4 9.60-82
Detroit, Mich.	.17 13.50	.06-7 3.00/4.78	.09 6.00
Fort Wayne, Ind.	..	..	.08 7.30
Fort Worth, Tex.	.17 13.50	.13 10.92	..
Hartford, Conn.	.17 13.50	.12-4 9.82/10.50	.18 13.70
Houston, Tex.	.14 11.40	.17 15.83	.17 14.00
Indianapolis, Ind.	.15 11.90	.07 4.78	..
Kansas City, Mo.	.19 15.50	..	.08 6.80
Los Angeles, Cal.	..	.21 20.20-2	.22 20.74
Louisville, Ky.	.14 10.90	.08 5.27	..
Memphis, Tenn.	.13/15 10.40/12.20	.11 9.24	.12 10.40
Miami, Fla.	..	..	..
Milwaukee, Wis.	..	..	.06 4.00
Minneapolis/St. Paul, Minn.	..	.06 4.00	..
Mobile, Ala.	.09 7.20	..	..
New Orleans, La.	.10 8.30	..	.17 14.00
New York, N.Y./Newark, N.J.	.16 12.50	.11-3 9.00-80	.14 11.60
Oklahoma City, Okla.	..	.11 9.24	.11 9.20
Philadelphia, Pa.	.15 11.90	.11-3 8.73/9.40	.16 13.00
Pittsburgh, Pa.	.15 11.90	.07-8 5.00-84	.11 8.00
Portland, Me.	..	.16 13.30	.18 14.90
Portland, Ore.	..	.21-6 20.00-22	.24 18.00
Providence, R.I.	.17 14.00	.12-4 10.35/11.30	.18 14.40
Richmond, Va.	.13 9.80	.11 8.80/9.24	.14 11.00
St. Louis, Mo.	.16/18 12.50/14.80	.07 4.78	.08 6.80
San Antonio, Tex.	.17 13.50	.15 13.63	.18 14.60
San Francisco/Oakland, Cal.	..	.24 21.95	.23 21.26
Seattle, Wash.	..	.21-6 20.00-22	.24 18.00
Toledo, Ohio	.15 13.00	.06-7 4.05/7.48	.10 6.80

DOMESTIC AIR CARGO RATES—Continued

From → Destination	Mobile, Ala. (1) (2)	New Orleans, La. (1) (2)	New York, N. Y.- Newark, N. J. (1) (2)
Atlanta, Ga.	.08 4.50	.07 5.60	.11 8.80
Baltimore, Md.	.12 9.50	.13 10.40	.04-7 3.00/4.78
Boston, Mass.	.17 14.00	.19 15.60	.04-8 2.90/4.95
Buffalo, N. Y.		.09 7.80	.09 7.80
Charleston, S.C.	.08 6.10	.09 7.80	.09 7.80
Chicago, Ill.	.11 9.40	.13 9.80/10.30	.11 9.24-30
Cincinnati, Ohio		.11 8.80	.10 7.57-8
Cleveland, Ohio			.08-9 5.84/6.00
Dallas, Texas		.07 5.60	.18 16.70-93
Dayton, Ohio			.09 6.99/7.00
Denver, Colo.		.17 14.00	.20-3 19.13/20.20
Detroit, Mich.	.13 10.40	.14 10.90	.08-9 6.00-80
Fort Wayne, Ind.		.14 10.80	.10 7.57/8.70
Fort Worth, Tex.		.07 5.60	.18 16.70-93
Hartford, Conn.	.16 13.00	.18 14.60	.04-7 2.30/4.78
Houston, Texas	.07 5.60	.06 4.50	.18 16.10-93
Indianapolis, Ind.	.09 7.80	.11 8.80	.11 8.73
Kansas City, Mo.	.07 5.50	.11 9.10	.15 13.11
Los Angeles, Cal.			.30-1 28.85-8
Louisville, Ky.	.08 6.70	.09 7.80	.10-1 8.30-73
Memphis, Tenn.	.06 5.00	.06/14 5.00/11.40	.14 11.40/12.02
Miami, Fla.	.09 7.20	.10 8.30	.16 12.50
Milwaukee, Wis.			.11-3 9.00-90
Minneapolis/St. Paul, Minn.		.17 14.00	.14 11.00
Mobile, Ala.	.04 2.30/3.00	.14 11.40	
New Orleans, La.	.04 2.30/3.00		.15 12.50
New York, N. Y./Newark, N. J.	.14 11.40	.15 12.50	
Oklahoma City, Okla.		.10 8.00	.17 15.83
Philadelphia, Pa.	.14 11.40	.15 12.50	.04-7 1.80/4.78
Pittsburgh, Pa.	.11 9.00	.12 9.50	.07 4.70-8
Portland, Me.		.07 5.40/6.00	
Portland, Ore.		.30-7 28.00-30	
Providence, R.I.	.17 13.50	.18 15.00	.04-7 2.30/4.78
Richmond, Va.	.11 9.40	.13 10.40	.05-7 3.90/4.78
St. Louis, Mo.	.09 7.20	.09 7.20	.13 10.40-92
San Antonio, Tex.	.09 7.80	.08 6.70	.20 17.70/18.60
San Francisco/Oakland, Cal.			.31-2 30.00-3
Seattle, Wash.			.30-7 28.00-30
Toledo, Ohio	.13 10.40	.14 10.90	.05-10 6.00/7.00

From → Destination	Oklahoma City, Okla. (1) (2)	Philadelphia, Pa. (1) (2)	Pittsburgh, Pa. (1) (2)
Atlanta, Ga.		.10 8.30	.09 6.70
Baltimore, Md.	.16 14.21	.04-7 3.00/4.78	.09 7.00
Boston, Mass.	.19 17.51	.05-7 3.90/4.78	.09 8.42
Buffalo, N. Y.	.15 13.63	.07 4.78	.11 8.73
Charleston, S.C.		.09 7.20	.08 6.70
Chicago, Ill.	.11 8.73	.11 8.73-90	.08 5.65-84
Cincinnati, Ohio	.12 9.82	.09 6.42	.07 4.30-78
Cleveland, Ohio	.13 11.44	.07-9 5.27/7.00	.05-9 3.00/7.00
Dallas, Texas	.06-7 3.10/4.78	.17 15.80-3	.15-6 13.12/14.21
Dayton, Ohio	.12 9.82	.09 6.42	.07-8 3.72/4.80
Denver, Colo.	.09 7.40	.20-3 18.60/19.70	.17 15.83
Detroit, Mich.	.13 11.42-4	.08 5.95/7.00	.06/12 3.72/10.35
Fort Wayne, Ind.	.11 9.50	.09/10 6.99/8.00	.07 4.78/5.41
Fort Worth, Tex.	.06-7 3.10/4.78	.17 15.80-3	.15-7 13.12/14.30
Hartford, Conn.	.18 16.93	.04-7 2.90/4.78	.08 5.27
Houston, Texas	.07 6.20	.17 15.60-83	.15 13.00-63
Indianapolis, Ind.	.11-3 8.73/11.44	.10 7.57-90	.08 5.27
Kansas City, Mo.	.06 4.30	.15 12.54	.12 9.82
Los Angeles, Cal.	.16 14.74	.30 27.70-2	.26 24.84
Louisville, Ky.	.11 8.73	.09/10 7.20-58	.07-8 4.80/5.27
Memphis, Tenn.	.07/11 6.20/8.73	.13 10.40-92	.06-11 7.80/8.73
Miami, Fla.		.15 11.90	.15 11.90
Milwaukee, Wis.	.11 9.24	.11-3 8.73/9.40	.07-8 5.00-84
Minneapolis/St. Paul, Minn.	.11 9.20	.16 13.00	.11 8.00
Mobile, Ala.		.14 11.40	.11 9.00
New Orleans, La.	.10 8.00	.15 12.50	.12 9.50
New York, N. Y./Newark, N. J.	.17 15.83	.04-7 1.80/4.78	.07 4.70-8
Oklahoma City, Okla.		.17 15.31	.14 12.54
Philadelphia, Pa.	.17 15.31		.08 5.84
Pittsburgh, Pa.	.14 12.54	.07-8 4.30/5.84	
Portland, Me.		.09 6.40	.10 8.30
Portland, Ore.		.30 28.30	.32 24.00

From → Destination	Oklahoma City, Okla. (1) (2)	Philadelphia, Pa. (1) (2)	Pittsburgh, Pa. (1) (2)
Providence, R.I.	.19 17.51	.05-7 3.40/4.78	.09 6.42
Richmond, Va.	.15 13.63	.05-7 3.40/4.78	.11 8.73
St. Louis, Mo.	.08-9 6.42	.12 9.80/10.35	.09/11 7.57/8.73
San Antonio, Tex.	.05 5.84	.19 17.20/18.02	.17 14.20/15.31
San Francisco/Oakland, Cal.	.19 17.51	.30-1 29.45-6	.27 26.57
Seattle, Wash.		.30 28.30	.32 24.00
Toledo, Ohio		.08 5.95/6.70	.06-8 3.70/4.80

From → Destination	Portland, Me. (1) (2)	Portland, Ore. (1) (2)	Providence, R. I. (1) (2)
Atlanta, Ga.			.13 10.40
Baltimore, Md.			.06-7 4.50-78
Boston, Mass.	.05-7 4.00-82.31	29.45-6	.04-7 2.30/4.78
Buffalo, N. Y.			.08 5.27
Charleston, S.C.			.11 9.40
Chicago, Ill.	.15 12.60	.21-6 20.00-22	.12-3 10.34-80
Cincinnati, Ohio	.12 11.00		.11 9.24
Cleveland, Ohio	.10 8.60	.26/30 23.00-68	.09 7.00
Dallas, Texas	.29 24.00		.19 18.02-5
Dayton, Ohio	.14 11.00		.11 8.73-5
Denver, Colo.	.29 22.80	.14-6 12.02/13.30	.23-5 20.79/21.90
Detroit, Mich.	.13 9.40	.25/30 22.50/23.00	.10 7.58/8.30
Fort Wayne, Ind.	.17 12.40	.24/30 21.95/24.00	.13 10.10
Fort Worth, Tex.	.29 24.00		.19 18.02-5
Hartford, Conn.	.07 4.80	.31-6 28.88/29.50	.04-7 2.30/4.78
Houston, Texas	.29 27.40		.20 17.70/18.60
Indianapolis, Ind.	.17 12.40		.12 9.82
Kansas City, Mo.			.15 14.50
Los Angeles, Cal.	.21 18.50		.11-2 9.40-82
Louisville, Ky.	.36-8 30.20	.12 10.35	.32 30.00-3
Memphis, Tenn.			.15 12.50/13.12
Miami, Fla.			.17 14.00
Milwaukee, Wis.	.16 13.30	.21-6 20.00-22	.12-4 10.35/11.30
Minneapolis/St. Paul, Minn.	.18 14.90	.24 18.00	.18 14.40
Mobile, Ala.			.17 13.50
New Orleans, La.			.18 15.00
New York, N. Y./Newark, N. J.	.07 5.40/6.00	.30-7 28.00-30	.04-7 2.30/4.78
Oklahoma City, Okla.			.19 17.51
Philadelphia, Pa.	.09 6.40	.30 28.30	.05-7 3.40/4.78
Pittsburgh, Pa.	.10 8.30	.32 24.00	.09 6.42
Portland, Me.	.36 32.30		.07 4.80
Portland, Ore.	.36 32.30		.31 29.45-6
Providence, R.I.	.07 4.80	.31 29.45-6	
Richmond, Va.	.17 15.70		.07-8 5.60-84
San Antonio, Tex.		.14 11.90/12.55	
San Francisco/Oakland, Cal.	.31 27.40		.21 19.30/20.22
Seattle, Wash.	.41 38.30-80.09	7.00	.33 31.15-9
Toledo, Ohio	.36 32.30	.04-7 3.00/4.78	.31 29.45-6
San Francisco/Oakland, Cal.	.11 9.90	.25 22.50-3	.10 8.15-70

From → Destination	Richmond, Va. (1) (2)	St. Louis, Mo. (1) (2)	San Antonio, Tex. (1) (2)
Atlanta, Ga.	.08 6.10	.08/10 6.10/8.00	.13 10.40
Baltimore, Md.	.04-7 3.00/4.78	.11 8.80/9.24	.18 16.93
Boston, Mass.	.09 6.42	.14 11.90/12.54	.23 19.80/20.79
Buffalo, N. Y.	.10 8.15	.11 8.73	.18 16.93
Charleston, S.C.	.06 5.00	.10-4 8.30/11.00	
Chicago, Ill.	.10 7.50/8.15	.07 4.78	.14-6 12.54/13.20
Cincinnati, Ohio	.08-9 6.05/7.00	.07-9 4.86/6.42	.14 12.54
Cleveland, Ohio	.12 9.82	.09 6.42	.16 14.00-74
Dallas, Texas	.13 13.63	.08/10 6.54/7.58	.05-7 4.50-78
Dayton, Ohio	.10 8.15	.07/11 4.86/8.73	.15 13.12
Denver, Colo.			.13 11.00
Detroit, Mich.	.09/12 6.42	.09 6.42	.16-7 14.74/15.40
Fort Wayne, Ind.			.21 14.90
Fort Worth, Tex.	.15 13.63	.08/10 6.64/7.58	.05-7 4.30-78
Hartford, Conn.	.06-8 5.00-27	.13 10.90/11.44	.21 18.50/19.70
Houston, Texas	.16 13.50/14.21	.11-2 8.50/9.85	.04-6 2.60/3.10
Indianapolis, Ind.	.08/10 6.70/8.15	.05-9 3.40/6.42	.14/21 11.40/14.90

From → Destination	Richmond, Va. (1) (2)	St. Louis, Mo. (1) (2)	San Antonio, Tex. (1) (2)
Kansas City, Mo.		.06-8 3.70/5.70	.12 9.80
Los Angeles, Cal.	.28 26.57	.20 18.60	.16 14.74
Louisville, Ky.	.08/10 6.10/8.15	.05/11 3.40/8.73	.13-4 10.90/11.4
Memphis, Tenn.	.11 8.80/9.24	.05/14 3.90/12.54	.08/11 7.25/9.44
Miami, Fla.	.13 9.80	.16/18 12.50/14.80	.17 13.50
Milwaukee, Wis.	.11 8.80/9.24	.07 4.78	.15 13.63
Minneapolis/St. Paul, Minn.	.14 11.00	.08 6.86	.18 14.60
Mobile, Ala.	.11 9.40	.09 7.20	.09 7.80
New Orleans, La.	.13 10.40	.09 7.20	.08 6.70
New York, N. Y./Newark, N. J.	.05-7 3.90/4.78	.13 10.40-92	.20 17.70/18.60
Oklahoma City, Okla.	.15 13.63	.08-9 6.42	.08 5.84
Philadelphia, Pa.	.05-7 3.40/4.78	.12 9.80/10.35	.19 17.20/18.02
Pittsburgh, Pa.	.11 8.73	.09/11 7.57/8.73	.17 14.20/15.31
Portland, Me.	.17 15.70	.31 27.40	
Portland, Ore.			
Providence, R.I.	.07-8 5.60-84	.14 11.90/12.55	.21 19.30/20.22
Richmond, Va.		.10-3 8.30/11.44	.17 15.00-83
St. Louis, Mo.	.10-3 8.30/11.44		.12 9.82/10.40
San Antonio, Tex.	.17 15.00-83	.12 9.82/10.40	
San Francisco/Oakland, Cal.	.30 28.30	.21 20.21-2	.19 17.51
Seattle, Wash.	.09 6.10	.08 5.95	.17 13.50

From → Destination	San Francisco/Oakland, Cal. (1) (2)	Seattle, Wash. (1) (2)	Toledo, Ohio (1) (2)
Atlanta, Ga.			.10 7.20
Baltimore, Md.	.29/30 28.30		.08 5.41
Boston, Mass.	.33 31.19-20	.31 29.45-6	.10 8.15-70
Buffalo, N. Y.	.29 27.15		.07 4.78
Charleston, S.C.			.09 7.80
Chicago, Ill.	.23-4 21.95	.21-6 20.00-20	.06-7 4.25-78
Cincinnati, Ohio	.26 23.68		.07 3.15
Cleveland, Ohio	.26-7 25.40-1	.26/30 23.00-68	.07 4.78
Dallas, Texas	.19 17.51		.14 12.54
Dayton, Ohio	.26 23.68		.07 2.57
Denver, Colo.	.13-6 11.44/12.60	.14-6 12.54/13.30	.16-8 14.21-60
Detroit, Mich.	.26 24.25-6	.25/30 22.50/23.00	.04-7 2.30-57
Fort Wayne, Ind.	.25-9 23.10/24.30	.24/30 21.95/	.04-7 2.60/4.78
Fort Worth, Tex.	.19 17.51		.14 12.54
Hartford, Conn.	.32-4 20.61/30.61	.31-6 28.88/29.50	.08/10 5.27/8.00
Houston, Texas	.24 20.02		.16 13.20
Indianapolis, Ind.	.21-5 18.02/22.53		.04-7 3.15
Kansas City, Mo.	.21 18.02		.10 8.15
Los Angeles, Cal.	.05-7 4.05-86	.14 12.02	.25-7 23.10/25.41
Louisville, Ky.	.25 23.10		.07 4.30
Memphis, Tenn.	.23 20.79		.09 7.80
Miami, Fla.			.15 13.00
Milwaukee, Wis.	.24 21.95	.21-6 20.00-22	.06-7 4.05/7.48
Minneapolis/St. Paul, Minn.	.23 21.26	.24 18.00	.10 6.80
Mobile, Ala.		.13 10.40	
New Orleans, La.			.14 10.90
New York, N. Y./Newark, N. J.	.31-2 30.00-3	.30-7 28.00-30	.08-10 6.00/7.00
Oklahoma City, Okla.	.19 17.51		
Philadelphia, Pa.	.30-1 29.45-6	.30 28.30	.08 5.95/6.70
Pittsburgh, Pa.	.27 26.57	.32 24.00	.06-8 3.70/4.80
Portland, Me.	.41 38.30-80	.36 32.30	.11 9.90
Portland, Ore.	.09 7.00	.04-7 3.00/4.78	.25 22.50-3
Providence, R.I.	.33 31.15-9	.31 29.45-6	.10 8.1-70
Richmond, Va.	.30 28.30		.09 6.10
St. Louis, Mo.	.21 20.21-2		.08 5.95
San Antonio, Tex.	.19 17.51		.17 13.50
San Francisco/Oakland, Cal.	.11 8.73	.26 24.25-6	.25 22.50-3
Seattle, Wash.	.11 8.73	.25 22.50-3	
Toledo, Ohio	.26 24.25-6	.25 22.50-3	

PUBLISHER'S LETTER

SEVERAL WEEKS AGO, the Port of New York Authority dedicated its \$5½ million International Air Cargo Center at New York International Airport. The center, according to statistics put out by the Port Authority, covers a total of 80 acres, the largest facility of its kind in the world. There are five buildings—four of them one-story structures, and the fifth two-story. Newark Airport is slated to have a modern cargo center also.

It was during the dedication ceremony that Donald V. Lowe, chairman of the bi-state agency, provided his audience with a set of figures which highlighted the growth of air cargo in the New York metropolitan area: over 106 million pounds handled in 1955 as against the slightly more than 9 million pounds in 1949, the first full year of Idlewild's operation . . . an increase in customs duty collections of from a total of \$5.6 million in 1949 to \$37.5 million in fiscal 1956 at New York's airports . . . and so on.

The above statistics, of course, are fine; but for one who has been in the thick of this new air cargo industry from its birth pangs, through its early staggering, to the present time—there is sheer drama in the brick, mortar and steel of the center. Into it are built not only the hopes of the Port Authority and those populating its offices and service areas, but a dazzling decade of history which has seen its quota of dreamers, pioneers, quacks, disillusionment, battles, failures, successes.

It must be put on the record that the Port Authority, from the very beginning, foresaw the impact air shipping would have on the economy of the nation as well as of its own local area. It has kept pace with

the advances in air commerce and it has kept its promise to both the direct and indirect air carriers to service their growing needs.

Said Mr. Lowe: ". . . But despite the growth to date, the air carriers have only scratched the surface of the total cargo market. There are, of course, certain commodities which are so large or so heavy in proportion to their value that they probably will never be economically carried by air. But there are many other commodities which are rarely shipped by air today which are destined to become a part of the air cargo picture in the near future. The CAA's Office of Planning, Research and Development has predicted a threefold increase in domestic air cargo between 1954 and 1965 and an annual increase of 10% per year for international cargo during the same period. Other experts in the field have made far more optimistic forecasts . . ."

Underscoring the foregoing paragraph are the just-released cargo statistics for the first quarter of 1956, representing all the scheduled airlines of the United States (see page 16). Consolidated totals show increases in every department. Revenue ton-miles of freight are 11.7% higher than the similar quarter a year ago, revenue ton-miles of express are up 8%, operating revenues from freight have increased 9.5%, and operating revenues from express rose 11.5%.

But it does point to the fact that at this rate of growth (not to forget the fabulous increases in North Atlantic traffic participated in by the foreign airlines) Idlewild's Air Cargo Center will, in the not too distant future, have to expand its facilities to meet new needs.

The worm will turn, the air cargo enthusiasts say—meaning that the transportation of goods eventually will be the airlines' top revenue producer, just as it is for the railroads and steamship lines. But the worm has a long way to crawl before it does its turning.

Meanwhile, it is indeed heartening to shippers and carriers to have the Port of New York Authority demonstrate that it does not mean to find the area it serves caught short during the normal process of air cargo's development. It is keeping pace with the times, and its activities in this direction may well serve as a valuable object lesson for other municipalities in the United States and abroad.

John F. Budd



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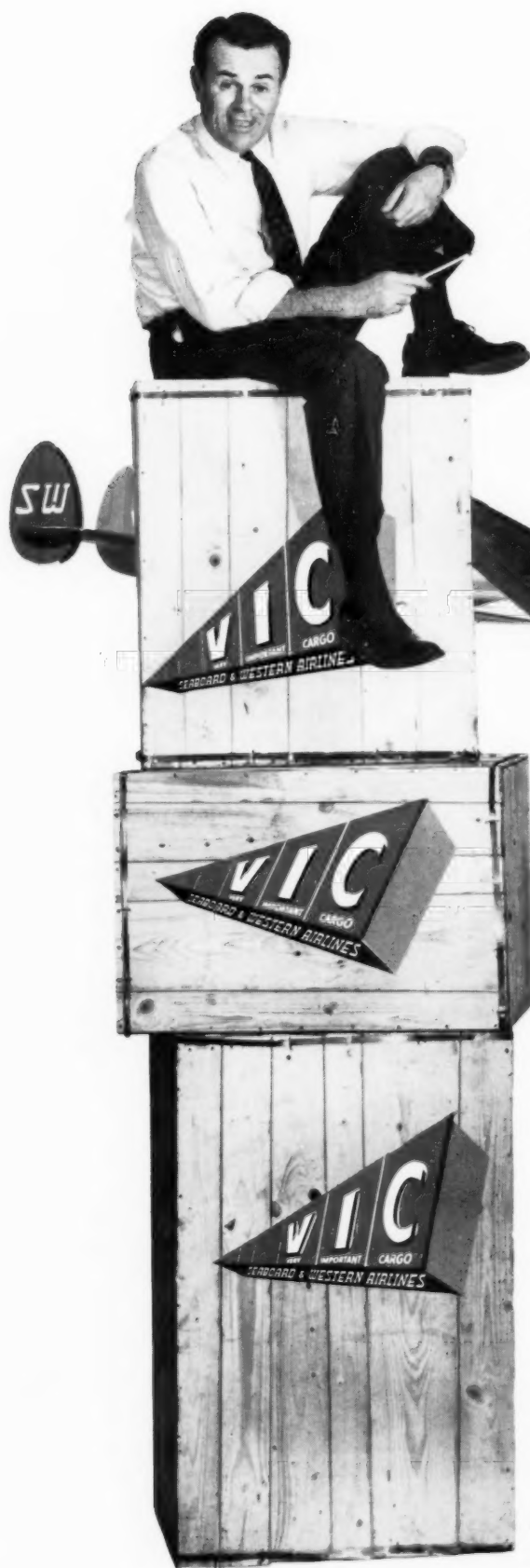
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